



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, September 7, 2016; 6:00 p.m.

Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22

Members: Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Jacqueline Sachs, Peter Tannen and Bradley Wiedmaier

6:00 1. **Committee Meeting Call to Order**

6:05 2. **Chair's Report – INFORMATION**

6:10 **Consent Calendar**

3. **Approve the Minutes of the June 22, 2016 Meeting and July 11, 2016 Special Meeting – ACTION***

4. **Citizens Advisory Committee Appointments – INFORMATION**

The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its September 20 meeting. The vacancies are the result of the resignation of John Morrison (District 11 resident) due to health and time constraints, and the automatic membership termination of Santiago Lerma (District 9 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Lerma is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

5. **Investment Report for the Quarter Ended June 30, 2016 – INFORMATION***

The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2016 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the Citizens Advisory Committee along with the results of the fiscal audit, single audit, and management review.

End of Consent Calendar

6:20 6. **Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION***

The Transbay Transit Center and Downtown Extension (TTC/DTX) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high-speed trains. On June 9, the Transbay Joint Powers Authority (TJPA) Board adopted the final revised budget for Phase 1 in the amount of \$2.3 billion. At that same meeting, staff presented a comprehensive Phase 2 update with a refreshed cost estimate. The TJPA Board directed staff to proceed with the work required to advance Phase 2 (see separate agenda item requesting Prop K funds). The 1.95-mile rail extension will be constructed principally below grade using cut-and-cover and mined tunneling methods underneath Townsend and Second Streets. The design includes a new underground station at Fourth and Townsend Streets and six structures for emergency egress and ventilation along the alignment.

The current estimate for Phase 2 (DTX) is \$3.9 billion. There is an aspirational open-for-use date of 2025, which is predicated on securing funding in a timely manner and a construction period of seven years, starting in December 2018. The proposed funding plan includes Passenger Facility Charges that are subject to approval by the California High-Speed Rail Authority and Caltrain boards. Construction of Phase 1, the TTC, is well underway. As of the end of July, Phase 1 was 65% complete. Although at one time it appeared that completion was going to be three months late, the contractor has been successful in its recovery efforts and it now looks like construction will reach substantial completion on schedule and within budget. TJPA has started planning for the facility's commissioning, with bus service scheduled to begin in December 2017.

6:45 7. Adopt a Motion of Support for Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION*

The Prop K Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories as a prerequisite for allocation of funds. The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. In the summer of 2014, the Transportation Authority Board approved the Prop K 5YPPs for the 21 programmatic categories, including the Guideways – Muni category, for the period covering Fiscal Years (FY) 2014/15 - 2018/19. As approved the 5YPP included two projects with about \$12 million in Prop K funds and programmed \$17 million to a series of placeholders for yet-to-be-identified projects. The SFMTA has recently updated its Capital Improvement Program and has identified several guideways projects that are ready to advance during this 5YPP period. To make sufficient Prop K funds available, the SFMTA has requested a comprehensive amendment to the Guideways – Muni 5YPP and a corresponding Prop K Strategic Plan amendment to advance \$5,898,500 in Prop K funds from FY 2033/34 to FY 2016/17, as well as reprogram \$6.1 million in FY 2018/19 Prop K funds from the New Backup Vehicle Control Center which is not going to advance in the next three years, to the priority projects shown in Attachment 2. The amendment would result in a minor 1.84% increase in financing costs in the Guideways – Muni category over the 30-year life of the Prop K Expenditure Plan.

7:00 8. Adopt a Motion of Support for Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$20,888,900 in Prop K funds to present to the Citizens Advisory Committee. The Transbay Joint Powers Authority has requested \$6.8 million for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3 mile tunnel connecting the new Transbay Transit Center with the current Caltrain terminus at Fourth and King Streets. The Peninsula Corridor Joint Powers Board (Caltrain) has requested \$3.9 million for Electrification and \$140,000 for Communication Based Overlay System/Positive Train Control. Caltrain has also requested \$5 million in Prop K funds for San Francisco's Fiscal Year (FY) 2016/17 member contribution to the Caltrain capital budget for state of good repair projects, including the construction phase for retrofitting or replacing structural elements of the Marin and Napoleon Street bridges, mid-life overhauls for a small fleet of diesel locomotives that will be used post-electrification, and restroom renovations at the 4th and King station. The San Francisco Municipal Transportation Agency has requested funds for five projects: replacement of the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission (\$1.4 million); traffic signal upgrades at five intersections to facilitate the conversion of portions of Eddy and Ellis Streets to two-way operation (\$310,000); implementation of traffic calming measures from four areawide traffic calming plans (\$1.5 million); and installation of flashing beacons at seven intersections on WalkFirst high-injury corridors (\$399,000). Approval of the requests for DTX, Electrification, and the Caltrain capital budget require amendment of the Prop K Strategic Plan to advance funds to FY 2016/17. Approval of the 33-Stanyan OCS project is contingent upon approval of a 5-Year Prioritization Program and corresponding Prop K Strategic Plan amendment for the Muni Guideways category presented in the previous item on this agenda.

7:20 9. Plan Bay Area 2040 Revised List of Project Priorities – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted

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goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the CAC on PBA goals, the results of PBA project performance evaluation, ABAG's draft growth scenarios and more. By September 6th, the regional agencies are expected to release the draft staff preferred scenario, which includes a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 7th Special CAC meeting, we will provide an initial set of reactions on the draft preferred scenario, focusing on the transportation investment strategy. MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016 and Plan Bay Area 2040 in late summer or early fall of 2017.

7:45 10. Introduction of New Business – INFORMATION

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.

7:50 11. Public Comment

8:00 12. Adjournment

* Additional materials

Next Meeting: September 28, 2016

CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK AT (415) 522-4817

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