



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, October 26, 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, Santiago Lerma, Jacqualine Sachs, Peter Tannen, Shannon Wells-Mongiovi 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 September 28, 2016 Meeting – ACTION***

4. **Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2016 – ACTION***

The Transportation Authority's financial records are required to be audited annually by an independent, certified public accountant. The annual audit (Audit Report) for the year ended June 30, 2016 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (Vavrinek, Trine, Day & Co.). The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from Vavrinek, Trine, Day & Co., with no findings or recommendations for improvements. For the fiscal audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$500,000 in federal grants was expended during the year, a single audit (compliance audit) was performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, Vavrinek, Trine, Day & Co. has issued an opinion, stating the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is attached.

5. **Internal Accounting and Investment Report for the Three Months Ending September 30, 2016 – INFORMATION***

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report.

6. **State and Federal Legislative Update – INFORMATION***

Most every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. September 30th marked the deadline for Governor Brown to approve or veto legislation from this session. The attached matrix shows the final action on each of the bills on which the Transportation Authority previously adopted positions. We are pleased to announce that on September 28th, the Governor signed Assembly Bill 2374 that Assemblymember Chiu advanced per our request, giving us authorization to deliver phase 2 of the

Yerba Buena Island Ramps project using the Construction Manager/General Contractor methodology, which we anticipate will result in a quicker schedule with cost savings. We thank Assemblymember Chiu and Governor Brown for their support of this important public safety project. The Finance Committee is not recommending any new positions this month, but adding bills to watch.

7. San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION*

For the CAC's reference, we are including the subject memo from the October 11 Plans and Programs Committee meeting. The Committee recommended approval of the proposed San Francisco input, which will be considered at the October 25 Transportation Authority Board meeting. We had not received information from the regional agencies in time to bring this time sensitive item to the CAC for action last month. 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 (RTP/SCS) 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 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 Citizens Advisory Committee (CAC) on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included 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 28 CAC meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

8. Progress Report for the Van Ness Avenue Buss Rapid Transit Project – INFORMATION*

CAC Member Jacqueline Sachs had requested an update on the Van Ness Avenue Bus Rapid Transit (BRT) project, which is anticipated to commence construction in late October. Due to staff conflict with another publicly scheduled meeting, in lieu of a presentation to the CAC on October 26, we have attached the progress report for the project that will be distributed to the Board at its October 25 meeting. The Van Ness Avenue BRT Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013, and at that time transferred project lead to the San Francisco Municipal Transportation Agency. The core BRT project is being developed in conjunction with several related, separately funded projects for design, management, and eventual construction as a unified Van Ness Transit Improvement Project. The cost of the core BRT project is now estimated at \$189.5 million and at a total of \$310 million for the unified Transit Improvement Project.

End of Consent Calendar

6:20 9. Adopt a Motion of Support for the Allocation of \$3,149,000 in Prop K Funds, with Conditions, for Three Requests and Appropriation of \$100,000 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$325,000 in Prop K Funds – ACTION*

As summarized in Attachments 1 and 2, we have four requests totaling \$3,249,000 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency

(SFMTA) has requested \$1.28 million to overhaul the propulsion gearboxes that deliver power to the City's cable car system. The gearboxes have been in use since 1984 and have reached the end of their useful lives. The SFMTA has also requested \$1.79 million for the planning, design and construction phases for traffic calming measures recommended in eleven areawide traffic calming plans which would complete implementation of the traffic calming "backlog". The SFMTA has requested \$80,000 for the design of pedestrian improvements at the intersection of Elk and Sussex Streets, adjacent to Glen Canyon Park, with a commitment to allocate \$325,000 for the construction phase of the project when design is complete in June 2017. Finally, we are requesting \$100,000 for the Vision Zero Ramp Intersection Study Phase 2, which will recommend short-, medium-, and long-term safety improvements at up to ten freeway ramp intersections in the South of Market area.

6:35 10. Update on Freeway Corridor Management Study – INFORMATION*

The San Francisco Freeway Corridor Management Study (FCMS) Phase 2 is exploring feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The Transportation Authority Board adopted the FCMS Phase 1 report, which documented the project's goals and a range of potential strategies, in March 2015. The Phase 2 Study is currently examining US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies to achieve the goals outlined in the Phase 1 report. There is a strong desire among regional and state governments to implement one or more of these strategies as soon as possible to alleviate severe congestion on US-101, occurring as a result of continued expansion of employment in San Francisco and along the Peninsula and South Bay, by offering quicker travel times and increased reliability to high occupancy vehicles and transit. As a result, the focus of the FCMS Phase 2 is to explore ways provide a continuous Managed Lane facility through San Mateo County and into San Francisco. This presentation will provide an update on the status of the FCMS Phase 2 evaluation and include a presentation from the Alameda County Transportation Commission detailing their experience developing and implementing a managed lane solution on two freeways in Alameda County.

6:55 11. Update on the Subway Master Plan – INFORMATION*

In fall 2015, the San Francisco Board of Supervisors unanimously passed an ordinance drafted by Supervisor Wiener requiring the City to create a framework for subway expansion throughout San Francisco. The Subway Vision responds to this ordinance and is one of the components of Connect SF, a multi-agency collaboration process to build an effective, equitable and sustainable transportation system for our future. It will develop a long-range transportation vision, informed by land use, to guide the future of the city. The Transportation Authority has been collaborating with the San Francisco Municipal Transportation Agency and the Planning Department to develop a Subway Vision to expand the city's subway network, and from August to September solicited the public's ideas on where new subways should be built. We received over 2,600 submissions from the interactive online tool and 150 submissions at three pop-up events, and will present initial findings and concepts at the CAC meeting.

7:15 12. 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.

7:25 13. Public Comment

7:30 14. Adjournment

* Additional materials

Next Meeting: November 30, 2016

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

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

CAC Meeting Agenda

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 7, 9, 9R, 14, 14R, 21, 47, 49, and 90. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on 11th Street.

In order to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the Transportation Authority accommodate these individuals.

If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.