



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** Wednesday, February 22, 2017; 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, Jacqueline 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 3. Election of Vice Chair for 2017 – ACTION\***

As set forth in the CAC's By-Laws, the terms of the CAC Chair and Vice-Chair expire in January of each year. An election is required to select the Chair and Vice Chair by a majority of the appointed CAC members. To be eligible for election to the Chair or Vice Chair positions, a CAC member must be nominated at the last meeting of the previous calendar year. At the November 30, 2016 meeting, Peter Sachs and Bradley Wiedmaier were nominated for Vice Chair. At the January 25 CAC meeting, the CAC held an election for Vice Chair but neither candidate received a majority of votes, and the CAC continued the item to the following month. The statements of qualifications and objectives for each candidate were previously submitted to the Clerk and are included as attachments to this item.

**6:15 Consent Calendar**

**4. Approve the Minutes of the January 25, 2017 Meeting – ACTION\***

**5. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\***

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements

(Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION\***

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (PB) for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for PB to provide construction support services to close out Phase 1 of the project. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and Bay Area Toll Authority funds and will be drawn down from the approved construction phase budget for the project.

7. **State and Federal Legislative Update – INFORMATION\***

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. At its February 14, 2017 meeting, the Finance Committee recommended the following new positions: support on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill 1 (Beall), and an oppose position on AB 65 (Patterson). The Finance Committee amended the item to sever the support recommendation on AB 342 (Chiu) to be considered separately at a subsequent Board meeting so that more information could be provided to address questions raised by the Committee.

8. **Citizens Advisory Committee Appointment – INFORMATION**

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its March 14, 2017 meeting. The vacancy is the result of the term expiration of Myla Ablog (District 5 resident), who 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](http://www.sfcta.org/cac).

#### End of Consent Calendar

- 6:20
9. **Adopt a Motion of Support for the Allocation of \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

As summarized in Attachments 1 and 2, we have eight requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$34,931,349 in Prop K funds to present to the Citizens Advisory Committee. The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds and over \$106 million in federal and state funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds (expected to be programmed by the Metropolitan Transportation Commission later this month) to purchase the remaining 117 buses and provide warranty support. The SFMTA has

requested construction funds for four projects: replacement of light-rail track on 19<sup>th</sup> Avenue for the M-Ocean View line (\$1.3 million); traffic signal upgrades at five intersections along 19<sup>th</sup> Avenue (\$2.5 million); and additional funds to cover the higher than anticipated costs for traffic signal upgrades (including pedestrian countdown and accessible pedestrian signals) at seven intersections along Webster Street (\$185,000) and for six new traffic signals throughout the city (\$360,000). The SFMTA has requested design funds to upgrade six traffic signals along Arguello Boulevard (\$250,000) and for nine new traffic signals throughout the city (\$126,514). Finally, the SFMTA has requested \$115,000 for the planning phase of the 23<sup>rd</sup> Avenue Neighborway project to identify traffic calming, bicycle and pedestrian safety improvements along the corridor between Lake Street and Golden Gate Park.

**6:35 10. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION\***

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years (FY) 2012/13 to 2016/17) in the 2012 Strategic Plan. In November 2016, we issued the 2017 Prop AA Strategic Plan call for projects to program funds for the next 5-year period (FYs 2017/18 to 2021/22). By the January 17 deadline, we received 22 applications from 5 sponsors requesting about \$33.8 million in Prop AA funds, compared to the \$23.1 million available. We evaluated the project applications using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects and partially fund one project (Attachment 5). We also recommend leaving \$2,397,128 in FY 2019/20 funds on reserve for a future mid-cycle call for projects with priority to projects in the street resurfacing category from where the funds originated. There was only one other application for street resurfacing funds (the Port's Cargo Way and Amador Way Street Improvement project) and in our judgement, that project currently lacks a sufficient full funding plan to warrant programming at this time. The Port may resubmit the project as part of the next call.

**6:45 11. Adopt a Motion of Support for Approval of the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION\***

The Managing Access to the Crooked Street Study was recommended by Commissioner Farrell for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). This study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco's most prominent landmarks and one which attracts millions of visitors each year. The purpose of the study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. Andrew Heidel, Senior Transportation Planner, will present the results and recommendations of this study to the CAC. The presentation is included in the meeting packet and the draft report is included as an enclosure.

**7:10 12. Presentation on Regional Measure 3 – INFORMATION\***

One of our key work program items this calendar year is providing input on San Francisco's project priorities for a potential toll increase (known as Regional Measure 3 or RM3) on the Bay Area's seven state-owned toll bridges. The Metropolitan Transportation Commission (MTC) is contemplating placing RM3 on either the June or November 2018 ballot in all nine Bay Area counties. RM3 would increase the tolls on the region's state-owned toll bridges by \$1-3, potentially generating \$1.7-\$5 billion through a 25-year capital bond for projects that help relieve congestion on the toll bridge corridors. As a fee, a simple majority of voters would be needed to approve the measure. The Bay Area congestion management agencies (CMAs) and transit agencies have been asked to provide input into the toll program of projects. At the Citizens Advisory Committee meeting we will provide background information on existing bridge

tolls in the region, an update on the legislative process for RM3 (e.g., it requires state legislative authorization), and MTC's proposed RM3 principles. We will also provide some initial thoughts on a policy framework to guide San Francisco RM3 advocacy and on a list of potential RM3 priority projects. We anticipate returning to the Board in March to endorse a San Francisco RM3 policy framework and a draft list of San Francisco RM3 priorities. In the meantime, we are continuing to coordinate with San Francisco agencies (particularly the San Francisco Municipal Transportation Agency), regional transit operators and other transportation agencies that serve San Francisco to help develop a common advocacy strategy for RM3. We have included in the meeting packet the presentation provided to the Plans and Programs Committee on February 14 and the RM3 materials that MTC Commissioners discussed at their November retreat, which provide a good overview of the topic.

**7:20 13. Update on Late Night Transportation Plan – INFORMATION**

The Transportation Authority, together with the Office of Economic and Workforce Development, the Entertainment Commission, and the Late Night Transportation Working Group, has been working to advance the recommendations of the 2015 Working Group report “The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors.” The set of initiatives in this second phase of work includes a coordinated information campaign to communicate existing services, a pilot program to fund location-specific improvements, and establishment of an ongoing data monitoring practice. Since the last update in June 2016, the project team has completed technical service recommendations, including both cost-neutral changes and network expansions that would require additional resources. This update will present service planning recommendations and the process by which they were developed. Next steps are to identify potential funding sources for recommendations, work with operators on implementation steps – including outreach needs – and prepare the final report for this Phase 2 follow-on to the 2015 report.

**7:25 14. Major Capital Projects Update – Central Subway – INFORMATION\***

The Central Subway is one of the signature projects in the Prop K sales tax Expenditure Plan. As Phase 2 of the T-Third light-rail line, it will extend from 4<sup>th</sup> and King Streets to Chinatown, with a surface station at Brannan Street and underground stations at the Yerba Buena/Moscone Center, Union Square, and Chinatown. Work on this project reached 64% in December 2016. Construction has been completed on the two utility relocation contracts and the tunnels contract. Work is proceeding on the \$844 million stations and systems contract where the contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. Excavation is well underway at all three underground stations and work is proceeding at the surface station. As of the end of December 2016, expenditures on this contract reached \$448.2 million, or 51% of the total contract value. As of the same date, the project had paid \$496.48 million to Small Business Enterprises, which represents 44% of the total expenditures. The project budget remains at \$1.578 billion, which is the baseline established in 2010. The project contingency stands at \$78.49 million, \$18.49 million over the Federal Transit Administration's recommended contingency level of \$60 million at this point of the project. Revenue service is forecasted for September 2019, nine months later than the baseline, though the San Francisco Municipal Transportation Agency and the contractor are working on recovery plans.

**7:40 15. Presentation on Transportation Network Company Congestion – INFORMATION**

This item was initiated at the request of CAC Members Santiago Lerma and Bradley Wiedmaier who asked for staff to present on congestion from Transportation Network Companies (TNCs). New technologies are rapidly enabling innovation in transportation modes and services. These technologies include ride-hailing services such as Uber and Lyft (also known as TNCs), as well as ride-pooling services such as Chariot, ride-matching services such as Waze Carpool and Scoop, carsharing and bikesharing, and autonomous vehicle technologies on the horizon. These new services have evolved faster than policies and regulations and in some cases are causing conflicts with existing transportation services and infrastructure. Some of these services operate at legal margins. For many, their existing impacts on the transportation system have gone unmeasured, and their potential future impacts unassessed. In response to the CAC's interest, staff will present a brief report on some initial indications about the impact of TNCs on transportation system performance, and identify research questions and data needs. We will also present on an upcoming project we are about to kick off to more comprehensively study these emerging transportation services, establish a policy framework to shape future initiatives, establish data reporting protocols for the sector, and identify implementation strategies.

**7:50 16. Introduction of New Business – INFORMATION**

CAC Meeting Agenda

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.

**7:55 17. Public Comment**

**8:00 18. Adjournment**

\* Additional materials

**Next Meeting: March 22, 2017**

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

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