



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** 6:00 p.m., Wednesday, August 28, 2013

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Glenn Davis (Chair), Joseph Flanagan (Vice Chair), Brian Larkin, Angela Minkin, Jacqueline Sachs, Robert Switzer, Peter Tannen, Christopher Waddling and Wells Whitney

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

**6:07 2. Chair's Report – INFORMATION**

**6:10 Consent Calendar**

**3. Approve the Minutes of the June 26, 2013 Meeting – ACTION\***

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

The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its September 17 meeting. These vacancies result from the resignation of Aaron Goldsmith due to relocation and the automatic membership termination of Marlena Cannon due to absences for four of any twelve regularly scheduled consecutive meetings, pursuant to CAC By-Laws. Ms. Cannon is not seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be obtained at the Authority's website at [www.sfcta.org/cac](http://www.sfcta.org/cac) or by calling 415.522.4800. **This is an information item.**

**5. Adopt a Motion of Support for the Allocation of \$19,345,040 in Prop K Funds, with Conditions, and \$83,000 in Prop AA Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs and Prop AA Strategic Plan – ACTION\***

As summarized in Attachments 1 and 2, we have received seven Prop K requests totaling \$19,345,040 and one Prop AA request totaling \$83,000 to present to the Citizens Advisory Committee (CAC). The San Francisco Municipal Transportation Agency (SFMTA) has requested a total of \$18,929,240 in Prop K funds for six projects, including: \$15,996,040 to procure 50 40-foot hybrid electric vehicles that would replace an equal number of diesel buses that have exceeded their useful lives; \$1,745,000 to construct new traffic signals, flashing beacons and related improvements at nine intersections located throughout the city; \$45,200 to construct pedestrian safety improvements in the vicinity of Jefferson Elementary School; \$780,000 to convert Haight Street between Octavia Boulevard and Market Street into a two-way street, with associated transit, pedestrian and bicycle improvements; \$331,000 to upgrade existing automated bicycle counters at 22 locations and to design and install 50 new automated bicycle counters citywide; and \$32,000 for the Citywide Bicycle Wayfinding Plan. The Bay Area Rapid Transit District (BART) has requested \$415,800 in Prop K funds to construct bicycle parking facilities at the Glen Park and Balboa Park BART stations, and wayfinding improvements at the 16<sup>th</sup> Street,

24<sup>th</sup> Street, and Balboa Park stations. Finally, the University of California, Hastings is requesting \$83,000 in Prop AA funds to design pedestrian improvements on McAllister Street between Leavenworth and Hyde Streets. **We are seeking a motion of support for the allocation of \$19,345,040 in Prop K Funds, with conditions, and \$83,000 in Prop AA funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs and Prop AA Strategic Plan.**

**6. Major Capital Projects Update – Transbay Transit Center – INFORMATION\***

The purpose of this memorandum is to provide the Citizens Advisory Committee with a project delivery update on the Transbay Transit Center Project, one of the signature projects of the Prop K Expenditure Plan. The Transbay Transit Center Project is being built in two Phases: Phase 1 is the Transbay Transit Center building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service from Fourth and Townsend Streets to the new Transbay Terminal (DTX). In Spring 2013, the Transbay Joint Powers Authority (TJPA) conducted a full Risk and Vulnerability Assessment Workshop for Phase 1. Subsequently, on July 11, 2013, the TJPA Board approved a revised budget of \$1.899 billion for the phase, an increase of \$310.4 million over the May 2010 baseline. The increase is mostly due to drastically changed market conditions and a more competitive bid climate, modifications necessitated by the risk assessment, and resetting contingencies and program reserve at prudent levels. TJPA staff has identified \$110.3 million in additional funding to fill a portion of that gap, and developed a strategy to fund the remaining \$200.1 million which includes \$41 million in new Prop K programming capacity made available to through the 2013 Strategic Plan update, and redirecting the bulk of land sales proceeds from a parcel previously identified to fund the DTX. Phase 1 construction began in November 2008 and as of June 30, 2013 was 34% complete. Expenditures reached \$640.3 million against \$839.3 million in commitments. Bus operations at the new Transit Center are scheduled to commence in October 2017. We will continue to work with TJPA, the City, and other funding partners to support delivery of both phases of the project. **This is an information item.**

**7. Investment Report for the Quarter Ended June 30, 2013 – INFORMATION\***

The 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, 2013 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the Finance Committee along with the results of the fiscal audit, single audit, and management review. **This is an information item.**

**End of Consent Calendar**

**6:15 8. Presentation on the San Francisco Transportation Plan Draft Recommendations and the Early Action Program – INFORMATION\***

As San Francisco's Congestion Management Agency, the Authority is responsible for developing a long-range transportation plan to establish the City's investment priorities and guide development of the sector. At a Board workshop in May, we presented the key recommendations and investment strategy for the draft financially constrained San Francisco Transportation Plan (SFTP), which covers the 28-year period ending in 2040. Since that time, we have completed the drafts of more detailed SFTP investment and policy recommendations, including both a financially constrained plan and a new revenue element. The schedule for development of the SFTP allows it to provide timely input to 2013 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) updates. The latter lay out how Prop K funds should be spent in the next five years for 21 programmatic categories such as transit vehicle replacement, transit enhancements (e.g. real-time information signs), and pedestrian and bicycle improvements. Because Prop K funds are expected to leverage other federal, state and regional funds – in the range of four to seven times each Prop K dollar invested – this provides a great opportunity to use the 2013 Prop K Strategic Plan and 5YPPs as the SFTP Early Action Program. The Early Action Program will comprise the first five years of the SFTP. It will advance SFTP investment priorities such as system state of good repair projects (e.g. roadway resurfacing), major capital projects such as Geary Corridor Bus Rapid Transit and implementation of the City's Pedestrian

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Strategy, as well as promote the coordination of all these through complete streets planning and design. It can also support the SFTP's call for increasing safety and improving mobility in each district. We will incorporate public input on priorities for both the SFTP and Early Action Program, to be considered by the Board for adoption in late 2013. This memo describes the draft SFTP investment recommendations, revenue strategy, and the Early Action Program. **We are seeking input and guidance from the CAC. This is an information item.**

### 7:15 9. **Update on the Travel Demand Management Partners Project – INFORMATION\***

The Authority's Travel Demand Management (TDM) Partnership Project is developing new policy approaches and partnerships between the public and private sectors to reduce greenhouse gas emissions from solo vehicle trips. The project team completed important milestones in 2013. Participating employers and partner agencies developed several pilot programs to encourage alternatives to single-occupant vehicle travel, including a sustainable transportation marketing campaign in the Southwest; a medical institution ride-matching program; a program to coordinate private employer shuttles in the Showplace Square neighborhood, and a program to encourage employers to offer flexible transportation subsidies in lieu of free parking. A final pilot project involves developing a policy to allow private employer shuttles to use select Muni stops in exchange for a fee. Finally, the study team is developing a strategic plan for how San Francisco agencies can more effectively deliver the next generation of TDM strategies in the city. **This is an informational item.**

### 7:30 10. **Update on the Recommendations from the San Francisco Accessible Parking Policy Advisory Committee – INFORMATION\***

In the fall of 2012, the Mayor's Office on Disability and the San Francisco Municipal Transportation Agency (SFMTA) convened an Accessible Parking Policy Advisory Committee to develop a set of recommendations regarding blue zone and disabled parking placard policies. The Committee found that current policies are failing to increase access for people with disabilities. The Committee's recommendations are to: 1) increase blue zone access; 2) increase availability of general metered parking; and 3) reduce placard misuse. The Committee reached a broad consensus on goals and recommendations over a six month period (October 2012 - March 2013), and developed a package of state and local policy change recommendations to increase parking access and decrease disabled parking placard misuse. The Mayor's Office on Disability, the SFMTA, and committee members are conducting public outreach to seek input on the recommendations and plan to seek support for the recommendations from the Board of Supervisors later this year. The SFMTA has already begun implementing items under local control. The other recommendations require state law change before local policies can be put into place. **We are seeking input from the CAC. This is an information item.**

### 7:40 11. **Introduction of New Business – INFORMATION**

### 7:50 12. **Public Comment**

### 8:00 13. **Adjournment**

\* Additional materials

## **Next Regular Meeting: September 25, 2013**

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE AUTHORITY AT (415) 522-4831**

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