



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, December 3, 2014

Location: 1455 Market Street, 22nd Floor

Members: Glenn Davis (Chair), Christopher Waddling (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen and Wells Whitney

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 October 22, 2014 Meeting – ACTION***

4. **Adopt a Motion of Support for the Approval of the 2015 State and Federal Legislative Program – ACTION***

Every year the Transportation Authority Board adopts a legislative program to guide the agency's transportation advocacy efforts at the state and federal levels. The proposed State and Federal Legislative Program reflects key principles, gathered from our common positions with other local transportation sales tax authorities around the state, the Metropolitan Transportation Commission, as well as our understanding of the most pressing issues facing the region, San Francisco, and our partner agencies that deliver transportation in the city. The proposed program is presented in the form of principles, not specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and specific policy concerns that may arise over the course of the legislative session in Sacramento or Washington. Our 2015 Legislative Program continues many of the themes from the previous legislative sessions and emphasizes issues of stabilizing and protecting existing transportation funds, authorizing new transportation revenues, securing funding for San Francisco projects, advancing high-speed rail investment, supporting allocation of state cap and trade revenues for transportation, promoting Vision Zero safety goals, and aspiring to meet environmental and greenhouse gas reduction goals. **We are seeking a motion of support for the approval of the 2015 State and Federal Legislative Program.**

5. **Adopt a Motion of Support for Programming \$4 million in Prop K Funds to the Quint-Jerrold Connector Road Project via a Fund Swap with an Equivalent Amount of Federal Transit Administration Funds from the Peninsula Corridor Joint Powers Board, and for Committing to Allocate the Prop K Funds for Construction of the Connector Road, with Conditions – ACTION***

The Transportation Authority has been working to deliver a new Quint-Jerrold Connector Road between Oakdale and Jerrold Avenues, in coordination with the Peninsula Corridor Joint Powers Board's (PCJPB's or Caltrain's) Quint Street Bridge Replacement. The bridge project will replace the existing bridge structure with a berm and close the existing Quint Street, necessitating alternate access to facilitate a future Caltrain station at Oakdale Avenue and to respond to community concerns.

Caltrain has agreed to commit \$4 million to the connector road, but due to eligibility concerns, Caltrain's Federal Transit Administration (FTA) funds must be swapped with Prop K funds. The San Francisco Municipal Transportation Agency, which is a member of PCJPB, has agreed to facilitate the swap through its Radio Communications Systems and CAD Replacement project (Radio Project). The FTA funds need to be programmed to the Radio Project, and then an equivalent amount of Prop K funds will be de-obligated from the Radio Project and programmed to the connector road. The swap needs the approval of the Metropolitan Transportation Commission, which asked that this action be approved by the Transportation Authority, and by the FTA. The Radio Project will be held harmless by the swap. **We are seeking a motion of support for programming \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and for committing to allocate the Prop K funds for construction of the connector road, with conditions.**

6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with WMH Corporation by \$5,400,000, for a Total Amount Not to Exceed \$11,300,000 to Complete Preliminary Engineering, Environmental Analysis, and Design Services for the Yerba Buena Island Bridge Structures and Authorize the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION***

In our capacity as the Congestion Management Agency for San Francisco, we are working jointly with the Treasure Island Development Authority (TIDA) on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which includes the seismic retrofit of the YBI Bridge Structures on the west side of the island. Under the Memorandum of Agreement between the Transportation Authority and TIDA, consultant contract work for engineering and environmental services is managed and administered by the Transportation Authority. As part of continued preliminary engineering and design efforts and as required by federal funding, a Value Engineering Analysis (VA) Report was prepared in February 2014. The VA team's primary recommendation is to realign Hillcrest Road into the hillside utilizing several retaining walls; construction of a new realigned eastbound I-80 off-ramp bridge structure; and elimination of existing Structures #2, #3 and #6. The structures to be retrofitted (#1, 4, 7A, 7B, and 8) remain largely the same; however approach roadways, slopes, etc. are also affected. The VA Report estimates that the proposed change in scope will result in a \$9 million overall project cost savings compared to the current environmentally approved alternative. Implementation of the VA Report Alternative will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA. The introduction of the VA Alternative will require additional engineering and environmental analysis to be performed. Amendment of the WMH Corporation contract is contingent on the approval of additional federal funding. TIDA has the responsibility to reimburse the Transportation Authority for all costs on the project that are not reimbursed by federal or state funds and also provides the required local match. **We are seeking a motion of support to increase the amount of the professional services contract with WMH by \$5,400,000, for a total amount not to exceed \$11,300,000, to complete preliminary engineering, environmental analysis, and design services for the YBI Bridge Structures and authorize the Executive Director to modify non-material contract terms and conditions.**

7. **Adopt a Motion of Support for Exercising the Second One-Year Option of the Memorandum of Agreement (MOA) with the Office of Economic and Workforce Development and to Increase the MOA Amount by \$164,600, to a Total Amount Not to Exceed \$500,000, for CityBuild Services to Promote Workforce Development for Phase II of the Presidio Parkway Project and Authorizing the Executive Director to Modify Non-Material Agreement Terms and Conditions – ACTION***

The Transportation Authority has collaborated with the Office of Economic and Workforce Development (OEWD) to track local opportunities related to construction projects within the City and County of San Francisco. On February 22, 2012, through approval of Resolution 12-46, the Transportation Authority authorized a Memorandum of Agreement (MOA) with OEWD for a one-year period with two additional one-year extension options, in an amount not to exceed \$167,700, for CityBuild services to enhance local hire for Phase II of the Presidio Parkway project implementation. The Transportation Authority and OEWD wish to further this relationship and provide a structure

where OEWD will provide valuable local outreach and develop a skilled workforce to enhance the opportunities for San Francisco residents to become aware of and qualified for construction jobs relating to the implementation of Phase II of the Presidio Parkway project. Through Resolution 14-61, the first one-year option on this contract was exercised to cover the services provided during October 1, 2013 through September 30, 2014. This agreement will be funded by Prop K funds previously appropriated through Resolution 10-66 to the Presidio Parkway project. **We are seeking a motion of support for exercising the second one-year option of the MOA with OEWD, and to increase the MOA amount by \$164,600, to a total amount not to exceed \$500,000, for CityBuild services to promote workforce development for Phase II of the Presidio Parkway project and authorizing the Executive Director to modify non-material agreement terms and conditions.**

8. CAC Appointment – INFORMATION

The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its January 13 meeting. These vacancies result from the term expirations of Glenn Davis and Chris Waddling. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be obtained at the Transportation Authority's website at www.sfcta.org/cac or by calling 415.522.4800. **This is an information item.**

9. Internal Accounting and Investment Report for the Three Months Ending September 30, 2014 – 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. This item was completed concurrent with the audit report (see next item) as presented as information item to the Finance Committee on November 18. **The Internal Accounting Report for the three months ending September 30, 2014, is presented for information.**

10. Audit Report for the Fiscal Year Ended June 30, 2014 – INFORMATION*

The audit report was not completed in time for the October 22 CAC meeting, so we are providing it to the CAC as an information item this month. The Finance Committee recommended acceptance of the Audit Report for Fiscal Year Ended June 30, 2014 at its November 18 meeting and the Board will consider acceptance of the report on November 25. 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, 2014 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Macias, Gini & O'Connell, LLP (Macias Gini). Macias Gini is also the auditor for the City and County of San Francisco. The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from Macias Gini, with no findings or recommendations for improvements. For the fiscal audit, Macias Gini 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 Yerba Buena Island Ramps and Bridge Structures Project, eFleet: Carsharing Electrified Project, Integrated Public Private Partnership Travel Demand Management Program, San Francisco Value Pricing and Regulation Study, Treasure Island Mobility Management Program, and Congestion Management Agency Planning and Programming funded by the Surface Transportation Program. For the single audit, Macias Gini 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 and a separate report containing other required communications to the Finance Committee are attached. **This is an information item.**

End of Consent Calendar

6:15 11. Major Capital Projects Update – Caltrain Early Investment Program – INFORMATION*

The Caltrain Early Investment Program consists of three components: the Communications Based Overlay Signal System (CBOSS) to provide Positive Train Control; the electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric-multiple unit vehicles to operate

on the electrified railroad. With a total budget of \$1.45 billion, it is one of Prop K signature projects. In accordance with the 2012 Memorandum of Understanding (MOU) that established the funding framework for the project, San Francisco's share is \$60 million. Of this amount, the Transportation Authority identified approximately \$21 million (primarily sales tax) and, with the approval by the voters of the city's General Obligation Bonds on November 4, 2014, the remaining \$39 million were secured. However, the overall budget and schedule, which were developed in 2009, have been recently updated by Caltrain staff, resulting in a projected budget increase in the range of \$249 to \$306 million (resulting in a projected total cost of \$1.7 to 1.76 billion) and an extension of the project duration of one to two years. Caltrain is evaluating potential mitigation measures in preparation for Board action on adoption of a new budget and schedule. Meanwhile, options for closing the funding gap are being explored. Work on CBOSS construction is underway, with completion planned for 2016. Work is also underway on the procurement process for the selection of the design-build contractor for electrification and the vehicle manufacturer, informed by discussions with the California High Speed Rail Authority regarding compatibility of Caltrain's future electrified vehicles with High-Speed Rail as needed to support blended service along the peninsula corridor as envisioned in the MOU. In parallel, work is approaching conclusion on the Environmental Impact Report for the Electrification project, which is scheduled for certification in January 2015. **This is an information item.**

6:35 12. Adopt a Motion of Support for the Allocation of \$32,081,988 in Prop K Funds, with Conditions, and Allocation of \$2,585,624 in Prop AA Funds, with Conditions, for Ten Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs – ACTION*

As summarized in Attachments 1 and 2, we have ten requests totaling \$32,081,988 in Prop K funds and \$2,585,624 in Prop AA funds to present to the Citizens Advisory Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board has requested \$7,470,000 in Prop K funding for its Caltrain Early Investment Program. The Bay Area Rapid Transit District has requested \$250,000 in Prop K funding for Transbay Tube Cross-Passage Doors Replacement. San Francisco Public Works has requested Prop K funds for Safe Routes to School projects at ER Taylor Elementary (\$53,715) and Longfellow Elementary (\$126,443). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for Replace 60 New Flyer 60-Foot Trolley Coaches (\$20,831,776), Market Street Green Bike Lanes and Raised Cycletrack (\$753,400), WalkFirst Continental Crosswalks (\$423,000), and Mansell Corridor Improvement (\$572,754). The SFMTA has also requested Prop AA funds for Mansell Corridor Improvement (\$2,325,624) and Webster Street Pedestrian Countdown Signals (\$260,000). **We are seeking a motion of support for the allocation of \$32,081,988 in Prop K funds, with conditions, and allocation of \$2,585,624 in Prop AA funds, with conditions, for ten requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

6:50 13. Adopt a Motion of Support for Allocating \$872,859 in Prop K Funds, With Conditions, to the San Francisco Municipal Transportation Agency for Geary Bus Rapid Transit (BRT) Environmental Review and Initial Construction Phase Improvements Planning; for Authorizing the Executive Director to execute a Memorandum of Agreement with the San Francisco Planning Department for the Geary BRT Project Environmental Review Phase, in an Amount not to Exceed \$139,276, and to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions; and for Assigning the Professional Services Contract with Jacobs Engineering Group to CirclePoint, Increasing the Amount of the Contract by \$225,000, to a Total Amount Not to Exceed \$4,409,489, for Environmental Analysis Services for the Geary BRT Project Environmental Impact Report/Statement, and Authorizing the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION*

In close collaboration with the San Francisco Municipal Transportation Agency (SFMTA), we are leading the environmental review phase for the Geary Bus Rapid Transit (BRT) Project, which has

developed a refined set of project alternatives, identified a Staff-Recommended Alternative, and documented the environmental analysis of those alternatives in an Administrative Draft Environmental Impact Report/Statement (EIR/S) that is being submitted for local and federal agency review before circulating to the public. In response to Transportation Authority Board and other input seeking faster delivery of benefits to the corridor, SFMTA staff is conducting conceptual planning for a potential Initial Construction Phase set of near-term improvements to be implemented before the full project will seek federal funds for construction. SFMTA's request for \$872,859 will cover near-term improvement planning, as well as prior SFMTA work to support the EIR/S. This new allocation frees up \$389,927 for increased consultant and Transportation Authority staff costs resulting from inclusion of the near-term improvements in the EIR/S and an extended schedule. Relatedly, in order to more efficiently and cost effectively deliver the project, the technical consultant team previously led by Jacobs Engineering Group (Jacobs) will now be led by subconsultant CirclePoint for the remaining tasks. The consultant team needs an additional \$225,000 to complete the environmental review phase. Lastly, we need to execute a Memorandum of Agreement (MOA) with the San Francisco Planning Department (SF Planning) to support the EIR/S. This work is funded through the prior appropriation, but funds will pass directly from us rather than through the SFMTA. **We are seeking a motion of support for allocating \$872,859 in Prop K funds, with conditions, to the SFMTA for Geary BRT Environmental Review and Initial Construction Phase Improvements Planning; for authorizing the Executive Director to execute an MOA with SF Planning for the Geary BRT Project Environmental Review Phase, in an amount not to exceed \$139,276, and to negotiate agreement payment terms and non-material agreement terms and conditions; and for assigning the professional services contract with Jacobs to CirclePoint, increasing the amount of the contract by \$225,000, to a total amount not to exceed \$4,409,489 for Environmental Analysis Services for the Geary BRT Project EIR/S, and authorizing the Executive Director to modify non-material contract terms and conditions.**

7:20 14. T-Third Phase 3 Concept Study – INFORMATION*

Earlier this year, the Transportation Authority funded the T-Third Phase 3 Concept Study to assess the feasibility of extending the Central Subway rail service to North Beach and Fisherman's Wharf. The Central Subway Light Rail line, also known as the T-Third Phase 2, will be completed in 2018, providing rail service as far north as Washington Street in Chinatown. At the request of Commissioner Chiu and community members interested in the possibility of preserving corridor rights-of-way for a potential extension project, the San Francisco Municipal Transportation Authority (SFMTA), Transportation Authority, and Planning Department recently conducted the Concept Study to evaluate continuing rail service further north to Fisherman's Wharf. This high-level technical feasibility study evaluated the potential benefits, costs and constructability of alternative alignments in 3 sample corridors. The study finds that several concepts are technically feasible, and most score in the highest category of the Federal Transit Administration's cost effectiveness measures. All-underground concepts have the greatest benefits and remain cost effective despite higher costs. The study does not recommend a specific alternative or next steps, but is intended to inform several upcoming planning efforts (e.g. SFMTA's Rail Capacity Study and the San Francisco Transportation Plan update) which will consider this project's local and regional priority. **This is an information item.**

7:45 15. Introduction of New Business – INFORMATION

7:50 16. Public Comment

8:00 17. Adjournment

* Additional materials

Next Regular Meeting: Wednesday, January 28, 2014

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

The Hearing Room at the Transportation Authority offices 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

CAC Meeting Agenda

advance of the meeting will help to ensure availability.

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, 9, 9L, 14, 14L, 21, 47, 49, 71, 71L, 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 agenda 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.