



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, October 1, 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**

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

6:10 **Consent Calendar**

3. **Approve the Minutes of the September 3, 2014 Meeting – ACTION***

4. **Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. **We are seeking a motion of support to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

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

To inform state advocacy efforts, the Transportation Authority tracks pending state legislation and presents a matrix of transportation-related bills to the Finance Committee each month. This matrix provides a summary of each bill and its status, and offers the Transportation Authority Board the opportunity to take formal positions on proposed legislation. The attached state legislative matrix was recommended by the Finance Committee to the Board for approval at its September 9, 2014

meeting. Subsequently on September 19, 2014 the Governor signed Assembly Bill (AB) 141 (Ammiano) into law. The Transportation Authority sponsored AB 141, which created a new Treasure Island Mobility Management Agency (TIMMA) and transferred related responsibilities to it in order to protect the Transportation Authority's revenue streams and minimize its liability for TIMMA-related activities. There is a separate update on TIMMA on the October 1 CAC agenda. **This is an information item.**

End of Consent Calendar

6:15 **6. Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION***

On September 19, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the LRV base contract. This allocation would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a motion of support for the amendment of the Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

6:30 **7. Adopt a Motion of Support for Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION***

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for the Shared Roadway Bicycle Markings (Sharrows) project to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested a total of \$240,000 for the Western Addition Community-Based Transportation Plan [NTIP Planning] project. This request includes \$100,000 in Neighborhood Transportation Improvement Program (NTIP) planning funds (District 5) to identify key transportation needs and to develop potential project concepts. Finally, we are requesting \$150,000 for the pre-implementation of the Treasure Island Mobility Management Program. **We are seeking a motion of support for the allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

6:40 8. Adopt a Motion of Support for the Draft Neighborhood Transportation Improvement Program Planning Guidelines – ACTION*

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Citizens Advisory Committee packet. **We are seeking a motion of support for the adoption of the NTIP Planning Guidelines.**

7:10 9. Progress Update on the Treasure Island Mobility Management Study – INFORMATION

On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA). The purpose of the TIMMA, as set forth in the Treasure Island Transportation Management Act of 2008 (State Assembly Bill 981), is to implement the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island/Yerba Buena Island Development Project. The TITIP, adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on the Island as it develops. This innovative approach to mobility includes a complimentary package of strategies and services including required purchase of transit vouchers by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. The objective of the underway policy studies is to recommend congestion pricing policies for Treasure Island based on demand forecasting, financial analysis and stakeholder input. The purpose of this item is to provide the Citizens Advisory Committee (CAC) with an overview of TIMMA and an update on the progress of the policy analysis. **We are seeking input and guidance from the CAC. This is an information item.**

7:35 10. Geneva-Harney Bus Rapid Transit Project Update – INFORMATION

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study addresses the feasibility of proposed BRT service connecting residents and jobs along the Geneva-Harney corridor. The corridor extends from the Balboa Park BART/Muni Station, along Geneva Avenue in Daly City to the Bayshore Caltrain Station and across Highway 101 to the future Hunters Point Transit Center, connecting new developments in Candlestick Point and Hunters Point Shipyard. Over the past three months, the study team has worked closely with the San Francisco Municipal Transportation Agency (SFMTA) and study partners to produce potential alignments and configurations that will be presented for public discussion and comment during the first round of community workshops. The workshops will be held on Thursday, October 23 from 6:00 p.m. to 8:00 p.m. at Bret Harte Elementary, 1035 Gilman Avenue and on Saturday, October 25 from 11:00 a.m. to 1:00 p.m. at the Bayshore Community Center, 450 Martin Street, Daly City, with Chinese translation. Feedback collected during these workshops and additional presentations to community organizations in the Visitacion Valley and Little Hollywood area will be incorporated into the Study's final recommendations. At the Citizens Advisory Committee (CAC) meeting, we will provide an update on the Study and a preview of the BRT concepts that will be presented at the public workshops. **We are seeking input and guidance from the CAC. This is an information item.**

CAC Meeting Agenda

- 7:50 11. Introduction of New Business – INFORMATION**
7:55 12. Public Comment
8:00 13. Adjournment

* Additional materials

Next Regular Meeting: October 22, 2014

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

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