



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, April 24, 2013

Location: 1455 Market Street, 22nd Floor

Members: Glenn Davis (Chair), Joseph Flanagan (Vice Chair), Marlena Cannon, Aaron Goldsmith, Brian Larkin, Angela Minkin, Jacqueline Sachs, Robert Switzer, Peter Tannen and Christopher Waddling

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 March 27, 2013 Meeting – ACTION*

4. Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2013 – INFORMATION*

The Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report. **The Internal Accounting Report for the nine months ending March 31, 2013, is presented as an information item.**

5. Transportation Investment and Growth Strategy Development Approach – INFORMATION*

The Authority is leading the development of a Transportation Investment and Growth Strategy (TIGS) in cooperation with the San Francisco Planning Department and other city agencies. Development of such a strategy is a new requirement for Bay Area Congestion Management Agencies, approved by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) in May 2012 as a part of the OneBayArea Grant (OBAG) framework. The TIGS will profile San Francisco's Priority Development Areas (PDAs), including their growth plans and transportation needs. The purpose the TIGS is to ensure transportation funding decisions made through future cycles of the OBAG program support and encourage development in PDAs. Additionally, the \$2.38 million in PDA Planning funds that will be administered by the San Francisco Planning Department (SF Planning) must be aligned with this strategy. At the meeting, Authority staff will summarize the TIGS development approach and requirements, and staff from SF Planning will present the approach for prioritizing PDA funds, which will be programmed by the Planning Department with input by the Authority Board, within this framework. We must submit a draft TIGS to MTC by May 1 and will subsequently present the TIGS for action by the CAC. **We are seeking input from the CAC. This is an information item.**

6. 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 May 14 meeting. This vacancy results from the February term expiration of Wendy Tran. 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 or by calling 415.522.4800. **This is an information item.**

End of Consent Calendar

6:20 7. **Adopt a Motion of Support for Approval of the Bayview Hunters Point Mobility Study Final Report and Business Plan – ACTION***

In 2010, the Authority's Bayview Hunters Point Neighborhood Transportation Plan recommended undertaking a focused, in-depth technical and community study to advance a community-based pilot program concept for implementation (grant-ready status). In 2011, the Authority received an \$180,000 Environmental Justice transportation planning grant from Caltrans to work on the Bayview Hunters Point Mobility Solutions Study (Study). A Prop K appropriation (Resolution 11-23) provided the required \$20,000 in local match. Through the Study, we have worked closely with a group of community-based organizations (CBOs) that has expanded from the original group assembled through the Office of the Public Defender's Bayview Hunters Point Mobilization for Adolescent Growth in our Communities (BMAGIC) program to a larger set of organizations which are participating in the Department of Public Health's (DPH's) Bayview HEAL Zone Program. Working in partnership with DPH, the Department of Children, Youth and their Families, San Francisco Health Improvement Partnerships through the University of California, San Francisco and a Transportation Working Group comprised of representatives of 18 CBOs and community leaders, we have conducted a needs assessment of CBOs' program access needs and a review of their transportation operations and resources. The Working Group considered alternative ways to deliver needed transportation services and worked with the Study team to create a business plan to pilot a vehicle-sharing program. This memorandum details the Final Business Plan and an overview of the pilot project. **We are seeking a motion of support for approval of the Bayview Hunters Point Mobility Study Final Report and Business Plan.**

6:35 8. **Adopt a Motion of Support to Approve the Fiscal Year 2013/2014 Transportation Fund for Clean Air Program of Projects – ACTION***

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Authority annually develops the Program of Projects for the TFCA Program Manager funds. On February 4, 2013, we issued the call for Fiscal Year 2013/2014 TFCA applications to San Francisco project sponsors. We received eight project applications by the April 1, 2013 deadline, requesting approximately \$1 million in TFCA funds compared to \$762,000 in available funds. We reviewed the projects for eligibility, then evaluated eligible projects following the Authority's adopted local expenditure criteria which includes project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending funding the six projects shown in Attachment 3, which include three transportation demand management (TDM) projects, two short-term bicycle parking projects, and one bicycle sharing project. We recommend fully funding two projects, partially funding four projects, and creating a wait list for two projects should additional funding become available due to cancelled projects or deobligations from previously programmed projects. **We are seeking a motion of support to approve the Fiscal Year 2013/14 TFCA Program of Projects.**

6:50 9. **Adopt a Motion of Support for the Allocation of \$1,543,747 in Prop K Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Two 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 received three Prop K requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$1,608,747 to present to the

Citizens Advisory Committee (CAC). The SFMTA has requested \$1,390,000 in Prop K funds for the construction of new pedestrian countdown signals, accessible (audible) pedestrian signals, and related curb ramps and signal upgrades at 12 locations citywide. The SFMTA has also requested \$153,747 in Prop K funds for construction of a landscaped island and bulb-out to improve pedestrian safety and shorten the crossing distance between Augusta and Waterville Streets on Silver Avenue. This project will be constructed through the Department of Public Works' Silver Avenue Sewer, Water, and Pavement Renovation project. Lastly, the SFMTA has requested \$65,000 in Prop K funds to install and evaluate a demonstration bikeway and pedestrian safety project on one block of Polk Street. Improvements would be installed by fall 2013 and may include temporary designated bikeways, curb extensions, and public seating as a way to validate how these types of permanent treatments would enhance the safety and attractiveness of the street for pedestrians and cyclists, and evaluate the potential impacts to transit, parking and commercial loading. Evaluation of this project is intended to inform design of the larger Polk Street Improvement project currently in the planning phase and funded by the Prop B Streets Bond. SFMTA has not yet identified the specific project location, substantially completed design (a prerequisite for allocation of Prop K funds for construction), or developed the evaluation methodology; thus, we are not prepared to recommend this project for approval at the April 24 CAC meeting. However, the SFMTA has requested that we move this project forward given support from Commissioner Chiu, and to help address concerns raised by the public about design alternatives. Thus, we are bringing this request to the April CAC meeting to seek input and guidance from the CAC. Pending receipt of the aforementioned project information by the end of the month, we anticipate bringing this request to the May 14 Plans and Programs Committee as an action item. **We are seeking a motion of support for the allocation of \$1,543,747 in Prop K funds, with conditions, to the SFMTA for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, and amendment of the relevant 5-Year Prioritization Programs.**

- 7:05 10. **Adopt a Motion of Support for an Appropriation of \$240,432 in Prop K Funds, with Conditions, for Environmental Analysis and Advanced Conceptual Engineering and an Allocation of \$1,508,624 in Prop K Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Preliminary Engineering for the Van Ness Avenue Bus Rapid Transit (BRT) Project, Subject to the Attached Cash Flow Distribution Schedules, and Amendment of the BRT/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program – ACTION***

Since 2007, the Authority has served as lead agency for environmental review and conceptual design of the Van Ness Avenue Bus Rapid Transit Project (BRT), and has led project development of this first BRT project for the city, in close partnership with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will assume the role as project lead upon receipt of a Federal Record of Decision (ROD) for the project. We are seeking a motion of support to appropriate \$240,432 in Prop K funds to complete environmental review and project development leading to the ROD, anticipated in September 2013, and for an allocation of \$1,508,624 in Prop K funds to the SFMTA for preliminary engineering for the Van Ness Avenue BRT Project. The SFMTA's scope of work will advance design engineering to 30% and ready the project to enter final design. The project team has incurred additional costs associated with design and analysis of the Locally Preferred Alternative, which was a combination of two previously defined alternatives and required substantial design engineering to integrate the concepts. The project team is also conducting additional analyses to comply with federal historic and cultural review processes, and finalizing negotiations with Caltrans on geometric design standards for the project. The increased efforts will require an additional six months to complete the environmental review phase, and increased budget of \$953,578 for a revised environmental/conceptual engineering phase budget of about \$7.6 million. However, the high level of design we are undertaking in this phase have resulted in a reduction in the duration of the preliminary engineering effort by the SFMTA from 24 months to 12 months. The SFMTA's updated costs estimate for preliminary engineering is about \$7.5 million. **We are seeking a motion of support for an appropriation of \$240,432 in Prop K funds, with conditions, for environmental analysis and advanced conceptual engineering and an allocation of \$1,508,624 in Prop K funds, with conditions, to the SFMTA for preliminary engineering for the Van Ness Avenue BRT Project, subject to the attached cash flow distribution**

schedules, and amendment of the BRT/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program.

7:20 11. Fiscal Year 2013/14 Prop K Annual Call for Projects – INFORMATION*

The intent of the annual call for Prop K projects is to bring as many of the programmatic and other individual capital project allocations to the Authority Board for action in June. This allows project sponsors to incorporate the level of Prop K funding in their annual budget processes, and to put into place the staff and other resources necessary to deliver Prop K projects and programs. Project sponsors that can demonstrate need and project readiness can also receive allocations for individual projects and programs during the year. We received five applications (a low volume) by April 1 in response to the Fiscal Year 2013/14 Prop K annual call for projects, requesting approximately \$11.9 million in Prop K funds and \$248,000 in Prop AA funds. This month we are presenting the allocation requests as submitted to the Citizens Advisory Committee (CAC) for information and without recommendations. We will bring our recommendations for the annual call to the CAC for action in May. Attachment 1 summarizes the applications received, including project phases and the proposed leveraging compared to Expenditure Plan assumptions. Attachment 2 provides a brief description of each project. Attachment 3 highlights issues of potential interest to the CAC and policy considerations that we are exploring as part of our on-going review of the allocation requests. **We are seeking input and guidance from the CAC. This is an information item.**

7:30 12. Preliminary Fiscal Year 2013/14 Annual Budget and Work Program – INFORMATION*

Pursuant to State statutes (PUC Code Sections 131000 et seq.) and the Authority's Fiscal Policy, the Authority Board must adopt an annual budget for the following fiscal year by June 30. The preliminary Fiscal Year (FY) 2013/14 Annual Budget includes projections of sales tax revenues; federal, state and regional grants; investment income for the fiscal period; and projections of operating and administrative costs, capital expenditures, and associated financing costs. The preliminary FY 2013/14 Annual Budget also includes a description of the Authority's preliminary Work Program for the coming fiscal year. Total revenues are projected to be \$109.9 million, including \$88.3 million in sales tax revenues. Total expenditures are projected to be \$245.1 million. Capital project expenditures are projected to be \$235.8 million or about 96.2% of total expenditures. The budgeted other financing sources and uses includes a bond issue of \$470 million, which would be used to fund Prop K capital projects and to redeem outstanding commercial paper debt. The final proposed FY 2013/14 Annual Budget and Work Program will be presented to the Citizens Advisory Committee (CAC) in May and the Finance Committee and Authority Board in June. A public hearing will precede consideration of the FY 2013/14 Annual Budget and Work Program at the Authority Board's June meeting. **We are seeking input from the CAC on the preliminary FY 2013/14 Annual Budget and Work Program. This is an information item.**

7:45 13. Introduction of New Business – INFORMATION

7:50 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next Regular Meeting: May 22, 2013

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

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90. For more information about MUNI accessible services, call (415) 701-4485.

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