



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, October 28, 2015

1. Committee Meeting Call to Order

The meeting was called to order by Chair Chris Waddling at 6:20 p.m. CAC members present were Myla Ablog, Brian Larkin, John Morrison, Jacqueline Sachs, Peter Sachs, and Wells Whitney. Transportation Authority staff members present were Tilly Chang, Erika Cheng, Amber Crabbe, Seon Joo Kim, Anna LaForte, Maria Lombardo and Chad Rathmann.

Chair Waddling called Item 11 before Item 2.

2. Chair's Report – INFORMATION

Chair Waddling reported that he had met with the Mayor's Office and the San Francisco Planning Department regarding the Railyard Alternatives and I-280 Boulevard Feasibility Study and that staff agreed to present to the CAC at its January or February 2016 meeting when new information was expected to be available.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the September 30, 2015 Meeting – ACTION**
4. **Adopt the Citizens Advisory Committee By-Laws – ACTION**
5. **Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2015 – ACTION**
6. **Internal Accounting and Investment Report for the Three Months Ending September 30, 2015 – INFORMATION**
7. **Citizens Advisory Committee Appointment – INFORMATION**

Chair Waddling motioned to move Item 8 to the Consent Calendar since Myla Ablog no longer needed to abstain from voting on that item. The motion was passed without objection.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar, seconded by Peter Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Morrison, J. Sachs, P. Sachs, Waddling, and Whitney

Absent: CAC Members Larson, Lerma, and Tannen

End of Consent Calendar

8. Adopt a Motion of Support for Approval of a Resolution Authorizing the Executive

Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for the Bay Area Rapid Transit District Travel Smart Rewards Pilot Program, the South of Market Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring Program – ACTION

9. Adopt a Motion of Support for the Allocation of \$273,868 in Prop K funds and \$300,000 in Prop AA funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Myla Ablog asked if the Gough Street Signals Upgrade project would address increased pedestrian traffic as a result of the California Pacific Medical Center (CPMC) development. Ariel Espiritu Santo, Capital Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), responded that impact fees from the CPMC development agreement were being used in the vicinity of the development to mitigate the impacts of the development, but were not being used specifically for the signals project.

John Morrison asked for the background on the decision to eliminate the 29-Sunset Muni route. Anna LaForte, Deputy Director for Policy and Programming, responded that the route had not been eliminated but that it had changed. She added that Transportation Authority staff would resend information on the new 29-Sunset alignment.

Wells Whitney asked if the Gough Street Signals Upgrade project was mainly a pedestrian safety project or if it would improve traffic flow as well. Mr. Rathmann responded that the request included pedestrian improvements and would upgrade the overall signals infrastructure at each intersection. Ms. Espiritu Santo added that the traffic signals at these locations were past their useful lives. Mr. Whitney asked if the project would improve traffic flow. Ms. LaForte responded that the project included larger and more visible vehicular signal indications and overhead mast-arms that would improve visibility.

Peter Sachs asked if pedestrian signals currently being installed at the northwest and northeast corners of Gough and Fell Streets were related to the Gough Street Signals Upgrade project. Ms. LaForte said the pedestrian signals were being upgraded through a separate project, and that the Prop K request would fund larger signal heads and mast-arms.

Jacqueline Sachs asked if any of the locations included in the Gough Street Signals Upgrade project would include exclusive pedestrian phases. Ms. Espiritu Santo responded that she would follow up with an answer.

Chair Waddling asked if any of the four Vision Zero high-injury corridors for cyclists that crossed Gough Street would have bicycle signals and signal activation at those intersections given that inductive loops do not always work for bicycles. Ms. Espiritu Santo responded that those improvements were not part of this scope, but that she would follow up and provide information on prioritization of these types of improvements. Chair Waddling noted his support for providing infrastructure for this improvement to allow for future implementation.

Ms. Sachs asked if the Gough Street Signals Upgrade project included upgrades to the signals at Gough and Sacramento Streets. Ms. Espiritu Santo responded that the referenced location was not included in the project.

Chair Waddling asked for SFMTA staff to provide additional details on the scope of the

Ensuring Transit Service Equity through Community Engagement project, including how community-based organizations would be selected and how SFMTA would be incorporate riders from diverse economic in addition to cultural backgrounds. Sandra Padilla, Project Manager at SFMTA, said that SFMTA had an equity policy which required the agency to perform an equity analysis and adopt findings every two years to inform SFMTA's budget process. Ms. Padilla noted that the subject project had two primary steps, with the first looking at data and Muni service indicators for identified communities, and the second focusing on outreach. She added that the project would focus on the Chinatown, Western Addition, Mission, Bayview, and Excelsior/Outer Mission areas, which were chosen based on household income, minority population, and high portion of auto ownership. Ms. Padilla stated that the analysis would look at key Muni lines serving these neighborhoods and examine data and indicators such as on-time performance and the ratio of trip length to key destinations by Muni versus vehicles. She stated that SFMTA would present the data and findings to these communities and seek feedback on what SFMTA should prioritize for improvements based on experience of the communities as opposed to Muni data. Ms. Padilla commented that the equity working group recommended adding a citywide accessibility lens as well. She noted that some of the outreach methods would include on-board vehicle engagement and intercepting riders at Muni stops to identify the key needs for each community and make recommendations.

There was no public comment.

John Morrison moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Morrison, J. Sachs, P. Sachs, Waddling, and Whitney

Absent: CAC Members Larson, Lerma, and Tannen

10. State and Federal Legislative Update – INFORMATION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Wells Whitney asked if the Transportation Authority had representation in Sacramento, and if so, how he or she was briefed by staff. Ms. Crabbe replied that the Transportation Authority had a contract with a state legislative advocate and that staff worked with him on a weekly and sometimes daily basis to identify bills that relate to the Transportation Authority's legislative program and interests and advocated on the agency's behalf.

Peter Sachs asked how Assembly Bill (AB) 1287 would impact the enforcement of parking violations. Ms. Crabbe responded that forward facing cameras on Muni buses would record when cars were double parked in transit only lanes, but not for all parking violations.

During public comment, Ed Mason cautioned the CAC against AB 61 which related to the use of public transit stops by private shuttles. He said that rather than private shuttles, the city should investigate in a network of express buses. Anna LaForte, Deputy Director for Policy and Programming, stated that staff from the San Francisco Municipal Transportation Agency would present their community shuttle policy report at the December CAC meeting.

Chair Waddling convened a workshop of the CAC at 6:05 p.m. due to a lack of quorum and called Item 11.

11. Potential 2016 Transportation Revenue Measures Poll Results – INFORMATION

Tilly Chang, Executive Director, presented the item using a presentation that was given to the Transportation Authority Board the previous day and that was posted on the agency's website (www.sfcta.org). Ms. Chang paused her presentation at 6:20 p.m. when quorum was obtained and Chair Waddling called the meeting to order and resumed this item.

Peter Sachs asked if the wording of the question regarding improving the management of freeway lanes implied tolling. Ms. Chang confirmed it did, and that it also referred to HOV (high occupancy vehicle lanes) and other improvements that could improve person throughput on the freeways.

Chair Waddling asked if there was any way to tell how voters in other counties felt about a potential BART bond measure at a \$4 billion level. Ms. Chang said there was no way to infer that from the San Francisco poll, but she noted that that BART would be doing its next round of polling in early 2016.

Chair Waddling commented that the results from the southeast side of the city were interesting (showing strong support for the revenue measures) and asked if the data could differentiate between different neighborhoods in the sector, such as Potrero Hill and Visitacion Valley. Ms. Chang said the data could be divided into specific neighborhoods, but due to the sample size, it would rapidly lose statistical significance whereas the 5 "regions" shown in the presentation were designed to allow statistically significant analysis given the sample size. .

Peter Sachs asked which proposal would raise more money. Ms. Chang replied that the vehicle license fee would raise approximately \$70 million per year and the half-cent sales tax would raise approximately \$100 million per year.

Jacqueline Sachs asked when voters would be asked to reauthorize the Proposition K transportation sales tax. Ms. Chang responded that the current expenditure plan would end in 2033. She added that the Transportation Authority was delivering the plan's major commitments and the proposed new revenue measures could capture the city's new and emerging priorities.

During public comment, Ed Mason compared the mode share in a different poll to the results in the Transportation Authority's poll. Ms. Chang clarified that the Transportation Authority poll only included likely voters which were a different subset of San Francisco's overall population. Mr. Mason expressed concern over the many other revenue measures proposed for the ballot in 2016 to generate funding for street trees, schools, and senior facilities. He also noted the importance of being more explicit about what would be funded in an expenditure plan so voters aren't later surprised at what actually is funded.

12. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION

Seon Joo Kim, Senior Transportation Planner for Policy and Programming, presented the item per the staff memorandum.

Brian Larkin asked if the anti-displacement and affordable housing policies were required by the state. Amber Crabbe, Assistant Deputy Director for Policy and Programming, responded that they were not but were being discussed as part of the Plan Bay Area update.

Mr. Larkin asked if the Priority Development Areas for San Francisco stayed the same as Cycle 1 and if the western part of the city was included, especially along the Geary corridor in District 1. Ms. Crabbe responded that they stayed the same and did not include most of the Geary corridor in District 1.

Wells Whitney asked if the One Bay Area Grant funds were new funds that were distributed by the Metropolitan Transportation Commission (MTC). Ms. Crabbe clarified that the funds were

derived not from a new source but through continuation of the federal transportation bill, and while the source of the funds was federal, MTC had the discretion on distribution of the funds.

During public comment, Ed Mason noted the Affordable Housing Bonus program introduced by the San Francisco Board of Supervisors and the ongoing discussion about the potential merger between Association of Bay Area Governments (ABAG) and MTC.

13. Introduction of New Business – INFORMATION

Chair Waddling asked if CAC could receive an update on the Mission Bay Loop, which was planned to help the T-Third light rail run more efficiently, but was on hold due to a court order. Anna LaForte, Deputy Director for Policy and Programming, responded that she would follow up.

Wells Whitney noted that what should be of interest to the Transportation Authority in the current discussion about regional governance between ABAG and MTC was the county transportation agency's relationship to the metropolitan planning organization. Ms. LaForte responded that the Transportation Authority and the San Francisco Planning Department were planning on actively participating in the regional committee that was being formed to discuss this issue.

Jacqueline Sachs shared a San Francisco Examiner article titled "Being Older in a Youthful San Francisco," which described how infrastructure improvements suited for the younger generation were posing difficulty for the aging population. Ms. Sachs also shared a San Francisco Chronicle article titled "\$60 million for Transportation in Latest Warriors Arena Plan" and expressed her concern about the arena's potential impact on transportation for hospital-related activities. She asked for an update on the Golden State Warriors project at a future CAC meeting. Ms. Sachs also shared her experience with the bus rapid transit system in Cleveland, Ohio.

During public comment, Ed Mason noted that from a recent presentation on the Golden State Warriors arena plan at a San Francisco Municipal Transportation Agency's (SFMTA's) meeting, the Plan did not reflect the potential Caltrain realignment proposed in the Railyard Alternatives and I-280 Boulevard Feasibility Study. Mr. Mason added that \$14 million was proposed to support the events generated by the arena for parking control officers and additional light rail vehicles. He said these funds were generated from the property taxes and should be going to the city's General Fund first to receive proper oversight of its use.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 7:40 p.m.