



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, March 23, 2016

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:03 p.m.

CAC members present were Myla Ablog, John Larson, Santiago Lerma, Becky Hogue, Jacqueline Sachs, Peter Sachs and Peter Tannen. Brian Larkin and John Morrison entered during Item 6.

Transportation Authority staff members present were Amber Crabbe, Ryan Greene-Roesel, Rachel Hiatt, Anna LaForte, Maria Lombardo and Mike Pickford.

2. Chair's Report – INFORMATION

Chair Waddling reported that Transportation Authority staff were organizing a tour of the San Francisco Municipal Transportation Agency's (SFMTA's) Transportation Management Center to be held at 4:30 p.m. prior to the April 27 CAC meeting. He said that there would be an update on the SFMTA Radio Replacement project at the April CAC meeting as well.

Chair Waddling provided an update on the Late Night Transportation Study and noted that staff was working with the Mayor's Office of Economic and Workforce Development, the Entertainment Commission, and members of the Late Night Transportation Study working group to advance recommendations from the report, "The Other 9-to-5". He said that staff was leading an effort to expand all night local and regional bus service, as well as conducting a performance analysis of existing late night bus service and performing a market analysis of late night trip demand patterns. He said that based on the results of this analysis, service planning guidelines, and input from transit operators, staff would produce both revenue neutral and expansion service proposals. Chair Waddling noted that staff had also been working with partners to develop an ongoing monitoring practice to evaluate late night service performance, to create a pilot program for location specific improvements in corridors with late night activity (focused first on the lower Polk neighborhood), and to launch a new coordinated information campaign to better communicate existing services, including a marketing plan and an improved page on 511.org. He said that staff would provide an update to the CAC on these efforts after a draft late night bus proposal had been developed.

During public comment, Roland Lebrun said that the tour of the Transportation Management Center may need to be open to the public, as a tour with a quorum of the CAC may be considered a public meeting under the Ralph M. Brown Act.

Consent Calendar

3. Approve the Minutes of the February 24, 2016 Meeting – ACTION*

4. State and Federal Legislative Update – INFORMATION*

Peter Sachs asked if MUNI was seeking the ability to use freeway shoulders, as would be authorized by Assembly Bill 1746. Amber Crabbe, Assistant Deputy Director for Policy and

Programming, responded that it would be difficult for buses to use the elevated freeway shoulders in San Francisco, and that she had not heard if SFMTA was interested in the authorization at this time. Mr. Sachs asked why the Transportation Authority wasn't recommending a support position on Senate Bill 986, which proposed to reduce fines for right turns on red lights without stopping. Ms. Crabbe responded that the city was taking a more comprehensive look at traffic enforcement rather than considering single measures independently.

5. Citizens Advisory Committee Appointments – INFORMATION

Jacqueline Sachs asked what the status was of the CAC appointment for a representative of District 3. Chair Waddling responded that at the March Plans and Programs Committee meeting, Commissioner Peskin had continued the appointment to the following month.

There was no public comment on the Consent Calendar.

Chair Waddling moved to approve the Consent Calendar, seconded by Santiago Lerma.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Hogue, J. Sachs, P. Sachs, Tannen and Waddling

End of Consent Calendar

6. Adopt a Motion of Support for Allocation of \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriation of \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

Mike Pickford, Rachel Hiatt, and Ryan Greene-Roesel, presented the item per the staff memorandum.

Chair Waddling asked what kind of local resident feedback the Transportation Authority had received during outreach events on Treasure Island. Rachel Hiatt, Acting Deputy Director for Planning, responded that affordability was the biggest issue brought up during outreach events, as many existing residents were low-income and received housing subsidies. Ms. Hiatt explained that provisions had been incorporated into the planning effort to provide low-income residents with additional subsidies, and to provide long-term residents of any income level - who did not "opt in" to the program - with subsidies as well. She described the proposed Multi-Modal Affordability Program, which would use toll revenues to provide a multi-modal array of subsidies (e.g. carshare membership, discounted ferry or transit passes, transit-for-toll credit program) to qualifying low-income residents. She said that in order to help long-time residents transition to the new neighborhood, the Transportation Authority had recommended toll revenue subsidize one daily round-trip for longtime residents. She added that policy recommendations would be taken through the board cycle in spring 2016. Becky Hogue commented that the Treasure Island Mobility Management Agency (TIMMA) had been very responsive to resident concerns throughout the planning process, and she commended TIMMA for not requiring Treasure Island residents to be the sole persons to pay congestion pricing tolls.

Peter Sachs asked why it had taken so long to complete the Mansell Corridor Improvement Project, as there were well-attended public outreach events held between 2010 and 2013. David Froehlich, Project Manager at San Francisco Public Works (SFPW) responded that he had recently taken over as project manager and did not know the history of the planning and design process, but said that the project was currently halfway through construction, with final construction anticipated for August or September 2016. Mr. Sachs asked what could be done to move projects forward in a

timely manner that seemed to have broad community support. Anna LaForte, Deputy Director for Policy and Programming, said that unfortunately the timeline for this project was not unusual. She noted that the project received One Bay Area Grant (OBAG) and Prop AA funds in 2013, which were key to allowing the project to move forward. Chair Waddling said that he had attended initial outreach meetings in 2010 and that he recalled the long timeline being the result of funding issues, but that project sponsors had been upfront at the time that the project was still seeking funding.

During public comment, Roland Lebrun said that a backup Transbay Tube would be needed in the future at some point, and that Supervisor Yee had brought up the idea of a BART station on Treasure Island, which could be linked to the Transbay Terminal through a new tube. He said that the Subway Master Plan should consider a BART station under the Treasure Island marina, similar to an example in London, as part of a replacement Transbay Tube.

Becky Hogue moved to approve the item, seconded by Peter Sachs.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, Larson, Hogue, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

7. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600 – ACTION*

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per staff memorandum.

Brian Larkin asked why the I-80/Yerba Buena Island Ramps Improvement project was delayed because of a wet winter season when it did not rain that much during the previous fiscal year. Ms. Fong responded that the wet season included a portion of this calendar year and that delays could have been due to other factors. Maria Lombardo, Chief Deputy Director, clarified that the budget reflected a delay in billing and not an increase in overall project cost.

There was no public comment.

Jacqueline Sachs moved to approve the item, seconded by John Larson.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, Larson, Hogue, Morrison, J. Sachs, P. Sachs, Tannen and Waddling

8. Update on Plan Bay Area (PBA) 2040 – INFORMATION

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

Santiago Lerma asked how the Metropolitan Transportation Commission (MTC) and the Transportation Authority dealt with discrepancies in the value of how projects were scored. Ms. Crabbe responded that the same criteria was used for each target, and that projects would receive a negative point if they did not meet the criteria or a positive point if they advanced the target. She added that the project would receive a score of zero if it did not advance the target but also did not make it worse. Mr. Lerma pointed out that different communities have different priorities, and asked how the scoring took those differences into account. Ms. Crabbe responded that the analysis focused on how individual projects met each target, and that an additional equity analysis was performed on top of the overall assessment to inform the overall project evaluation. Maria Lombardo, Chief Deputy, acknowledged that project performance evaluation was pretty

challenging to do well and in a transparent fashion. She noted that MTC's intent was to use the Plan Bay Area project evaluation process to identify the outliers – both the top performers and the worst performers.

During public comment, Edward Mason voiced concern that Plan Bay Area 2040 did not properly define what constitutes “affordable,” and that transit-oriented development goals did not take into account whether or not a person's place of employment was located near a transit station. Mr. Mason added that he believed property developers should contribute more funding to affordable housing development and other aspects of urban development necessary in accommodating growth.

9. Introduction of New Business – INFORMATION

Peter Sachs voiced concern that the proposed expansion sites of Bay Area Bike Share in San Francisco were not equally dispersed throughout the city, with many areas of the city with no stations at all. He noted that contiguous siting of stations seemed to be a major driver and he wondered when bike share would reach west of Twin Peaks. Peter Tannen requested an update on financing for the Transbay Transit Center. Jacqueline Sachs noted she had requested an update on the Central Subway last month. She also commented that the proposed extension of the Central Subway to Fisherman's Wharf didn't make sense. John Morrison expressed concern about shuttle buses from casinos that had been operating around the Cow Palace in Visitacion Valley, noting noise issues as well as accelerated pavement deterioration caused by heavy businesses on narrow streets with poor pavement quality to start.

There was no public comment.

10. Public Comment

During public comment, Edward Mason suggested that the CAC read the Palo Alto Weekly newsletter for updates on potential shuttle programs that would impact San Francisco. Mr. Mason cited an example of a potential shuttle program that would provide employees of Stanford University who lived in San Francisco with transportation services to Palo Alto, and reiterated his point that a regional public shuttle program should be explored. He continued by urging members to read the whole issue which also touched on Plan Bay Area, the affordability and housing crisis, and high-speed rail.

11. Adjournment

The meeting was adjourned at 7:16 p.m.