



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, April 15, 2014

1. Roll Call

Chair Mar called the meeting to order at 10:42 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Campos, Kim, Mar and Yee (5)

2. Approve the Minutes of the March 18, 2014 Meeting – ACTION

The minutes were approved without objection.

The minutes were approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

3. Citizens Advisory Committee Report – INFORMATION

Brian Larkin, CAC member, reported that at its March 26 meeting, the CAC considered and unanimously passed Items 5 and 6 from the agenda.

There was no public comment.

4. Recommend Appointment of Two Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Colin Dentel-Post, Transportation Planner, presented the item per the staff memorandum.

Chair Mar thanked Paul Kniha and Matthew Goldberg for their service on the Geary Corridor Bus Rapid Transit Citizens Advisory Committee (Geary CAC).

Margie Hom Brown, Jason Whitney, Jeff Warner, and Rene Hinojosa spoke to their interest and qualifications in being appointed to the Geary CAC.

During public comment, Brian Larkin, Transportation Authority CAC member, spoke in support of Ms. Hom Brown's appointment to the Geary CAC.

Chair Mar moved to recommend appointment of Ms. Hom Brown to the At-Large seat and Jonathan Foerster to the Richmond seat, seconded by Commissioner Breed.

Commissioner Breed commented that she would like a better understanding of the existing demographics of the Geary CAC in order to assess whether some groups were missing and improve the diversity of the group.

Chair Mar asked if Mr. Dentel-Post could respond to the diversity of the Geary CAC.

Mr. Dentel-Post responded that applicants were asked to self-identify which communities they felt they represented, including race, ethnicity, and gender. He said that this information was included in the packet materials for all applicants and current CAC members who provided it.

Commissioner Campos concurred with Commissioner Breed's request and expressed interest in coming up with a better way to summarize information on the current make-up of the Geary CAC. He supported the recommendation to appoint Ms. Hom Brown and Mr. Foerster. He stated his hope that all of the applicants would continue to be involved in the project even if they were not appointed to the Geary CAC that day.

Commissioner Kim stated that information on the demographics of Geary corridor transit riders would be helpful, particularly information on the ethnicity and employment destinations of riders.

Chair Mar commented that the information staff provided for the existing members of the Geary CAC was helpful but that he would like to see more information on their self-identified information.

The motion to recommend appointment of Ms. Hom Brown to the Geary CAC At-Large seat and Jonathan Foerster to the Geary CAC Richmond seat was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

5. Recommend Approval of the 2014 Prop AA Call for Projects Programming Recommendations and Amendment of the Prop AA Strategic Plan – ACTION

Courtney Aguirre, Transportation Planner, presented the item per the staff memorandum.

Chair Mar requested clarification on the location of the Webster Street Pedestrian Countdown Signal (PCS) project. Ms. Aguirre responded that the project's limits were California and McAllister Streets.

Commissioner Campos asked for a summary of the specific funding recommendations. Ms. Aguirre responded that the draft recommendation was to program \$1,045,206 to the McAllister Street Campus Streetscape project, and \$364,794 to the Webster Street PCS project. She stated that the Board approved funding the McAllister Street Campus Streetscape project when it adopted the Prop AA Strategic Plan in December 2012, and that the recommended programming would fund a second block of pedestrian safety and streetscape improvements and cover additional costs associated with the first phase of the project (e.g. overhead catenary work). Commissioner Campos expressed approval of the staff recommendation.

Commissioner Kim thanked University of California Hasting (UC Hastings) for working with the community stakeholders to develop the McAllister Street Campus Streetscape project. She commented that McAllister Street had pedestrian safety issues. She stated that the intersection of the McAllister and Leavenworth Street was confusing for motorists, and a redesign was necessary.

Commissioner Kim asked what the acronym OCS represented. Ms. Aguirre responded that OCS stood for overhead catenary system, which was a system comprised of wires that Muni trolley buses drew electricity from. Commissioner Kim requested clarification on how the project would improve the OCS on McAllister Street. Ms. Aguirre stated the wires were currently attached to buildings, but the project would attach the wires to four poles. Commissioner Kim expressed gratitude to staff for reaching an agreement with UC Hastings that it would fund design costs for the second phase of the McAllister project, which would allow Prop AA funds to be used on other projects.

Chair Mar thanked David Seward, Chief Financial Officer, and Peter McDonald,

Consultant, of UC Hasting for helping the Transportation Authority reach a solution for funding more than one project with this round of funding. He commented that the Webster PCS project was important for the Fillmore neighborhood as there was a need for traffic calming.

There was no public comment.

The item was approved without objection.

The item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

6. Recommend Allocation of \$950,000 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and Amendment of the Bicycle Circulation/Safety 5-Year Prioritization Program – ACTION

Seon Joo Kim, Transportation Planner, presented the item per the staff memorandum.

During public comment, Kit Hodge, San Francisco Bicycle Coalition Deputy Director, expressed support for the Comprehensive SF Safe Streets Awareness & Communications Bridge Campaign project. She expressed a concern that the project would be funded exclusively from the Prop K Bicycle Circulation and Safety category though the project would benefit all street users. She asked Transportation Authority staff and the Plans and Programs Committee to look for other ways to fund such comprehensive safety projects rather than exclusively drawing from the Bicycle Circulation and Safety category that only had small portions of Prop K funds.

Commissioner Kim thanked Ms. Hodge for her five years of service at the San Francisco Bicycle Coalition and for working to improve safety. She expressed her support for the Comprehensive Campaign project as part of Vision Zero. She commented on the need for the Comprehensive San Francisco Safe Streets Awareness & Communications Bridge Campaign project as all of the bicyclists struck and killed by vehicles in the past year were struck from large vehicles, of which three were working for the City.

Commissioner Kim also expressed her support for replacing the 35 paratransit vans. Chair Mar expressed interest in reviewing the state of the paratransit fleet as a potential future agenda item at the Plans and Programs Committee.

Chair Mar agreed with Ms. Hodge's concern about funding comprehensive safety projects exclusively from the Bicycle Circulation and Safety category. Ms. Kim explained that the Prop K Expenditure Plan was developed at a time when the pedestrian advocacy was not as well-developed as the bicycle advocacy, so pedestrian safety education was not included as an eligible project type for the Pedestrian Circulation and Safety category. Maria Lombardo, Chief Deputy Director for Policy and Programming, added that Prop K was developed as a capital program and that the Expenditure Plan only allows non-capital project types to be funded when explicitly called out as is the case for bicycle safety and education. She stated that Prop K did not contain a generic funding category for multimodal education, and noted that this could be added in the future reauthorization of the Expenditure Plan. Ms. Lombardo continued, noting that the November 2014 ballot measures to fund transportation improvements would allow a much-needed permanent funding source for education and enforcement projects. She concluded by noting that Transportation Authority staff were working with the SFMTA and the Department of Public Health on an

application to the California's Active Transportation Program that would fund comprehensive citywide education and outreach related to Vision Zero.

The item was approved without objection.

The item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

7. Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION

Luis Zurinaga, Project Management Oversight Consultant, presented the item per the staff memorandum.

Chair Mar asked how the project would improve the day-to-day experience of the SFMTA's transit services for its passengers. Mr. Zurinaga replied that the new intelligent transportation systems to be implemented by the project would have positive impacts on service, including more accurate arrival forecasting, preventing break-downs by communicating real-time vehicle diagnostics to Central Control, quicker response to incidents, etc.

There was no public comment.

8. San Francisco Municipal Transportation Agency Capital Improvement Program Update – INFORMATION

Maria Lombardo, Chief Deputy Director for Policy and Programming, introduced the item, and Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Mar asked for details regarding the delivery of the Van Ness Avenue Bus Rapid Transit (BRT) and Geary Corridor BRT projects. Mr. Rewers responded that the SFMTA was completing the environmental phase for Geary BRT and looking for funding sources that would fund the construction phase. He added the SFMTA would fund as much of the detailed design phase up to fiscal year 2019, which would make the project competitive for state and federal funds. He stated that the Van Ness BRT project had experienced a cost increase from the \$125 million baseline, and the SFMTA was working on identifying the amount of the increase and the line items causing the increase. He added that the current recommendation in the 5-year Capital Improvement Program (CIP) was for the SFMTA to use agency revenue bonds to close the gap to fully fund the construction phase.

Commissioner Campos asked for a meeting that would include a progress report on the SFMTA's performance audit. He stated that the performance audit found the SFMTA would obtain 5 to 10% savings with better project management. He added the analysis found 29 projects (excluding the Central Subway) with a total budget of \$800 million experienced a cost increase of \$90 million, and were on average 592 days late. Mr. Rewers stated that the SFMTA would provide a progress report on meeting the recommendations of the audit.

Commissioner Campos asked whether the Transportation Authority had requested a progress report and if it had an opinion on whether the SFMTA had addressed the recommendations of the audit. Tilly Chang, Executive Director, responded that the Transportation Authority had not requested an update. She added that an update would be timely and the CIP was an effort to address the fundamental issue of project management

and project delivery found in the audit.

Commissioner Campos asked if the recommendations of the audit had been implemented from the time the audit report was released. Ms. Chang stated that there had been ongoing discussion on project delivery and capital planning at the SFMTA Board and at the staff level at the program and project level. Commissioner Campos asked when the Plans and Programs Committee could receive an update. Ms. Chang committed to returning in the next month with a schedule or the actual update, after coordinating with SFMTA staff.

Chair Mar asked how much the SFMTA could anticipate receiving from Cap-and-Trade revenues, and if the revenues would be part of the state revenue source category. Mr. Rewers responded the Cap-and-Trade revenues, were not included in the state revenue category because they were considered too speculative at this time. However, he estimated that the SFMTA could anticipate receiving between \$450 and \$500 million.

Commissioner Breed thanked the SFMTA for welcoming and being receptive to public input. She commented on the continued need for outreach and public input, and informing the public of the need to make changes was required to moving projects forward.

Chair Mar also expressed gratitude to the SFMTA for taking public input and improving coordination with Transportation Authority staff.

Chair Mar asked how much of the Mayor's 2030 Transportation Task Force funds would be committed to the BRT projects or the rapid transit network. Mr. Rewers responded that the general obligation bond and vehicle license fee increase, which were a result of the Mayor's 2030 Transportation Task Force, would be on the November 2014 ballot and included a category for rapid network improvements that could fund BRT and improvements related to the Transit Effectiveness Project. He added that the SFMTA was completing the environmental phase of the Geary BRT project, and during the detailed design phase the SFMTA would examine either phasing to implement improvements quickly or implementing all of the improvements at once. He commented that large projects such as Geary and Van Ness BRT and the 16th Street project would be dependent on outside funding sources, and therefore the goal was to make such projects as ready as possible to compete for funding.

There was no public comment.

9. Introduction of New Items – INFORMATION

Chair Mar commented that the state of the paratransit system was an issue that his staff would follow up on with Transportation Authority staff.

There was no public comment.

10. Public Comment

There was no public comment.

11. Adjournment

The meeting was adjourned at 12:10 p.m.