



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, September 16, 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 Kim, Mar and Yee (3)

Absent at Roll Call: Commissioners Breed (entered during Item 2) and Campos (entered during Item 6) (2)

2. Citizen Advisory Committee Report – INFORMATION

Brian Larkin, Citizen Advisory Committee (CAC) member, reported that at its September 3 meeting, the CAC considered and passed Items 6, 7, 8 and 9 from the agenda. He stated that two CAC members voted in opposition to Item 6 due in part to a lack of support for funding the Geary Bus Rapid Transit project out of the Transit Enhancements category instead of the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro category. He reported that during the CAC's consideration of Item 7, a member of the public, Roland Lebrun, commented that the Bayshore Caltrain station should not move north into San Francisco because it would impede the possibility of a truly intermodal transit station. Mr. Larkin reported that the CAC had an extensive discussion regarding Item 9. He noted that three members voted against the Delegated Authority policy because of concerns that citizen involvement would be compromised, while seven members voted in support of the item since it could make Prop K funding available to the project sponsors faster.

There was no public comment.

3. Approve the Minutes of the July 15, 2014 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Campos (1)

4. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION

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

Brian Larkin spoke to his interest and qualifications in being reappointed to the Citizens Advisory Committee (CAC).

Aaron Goodman expressed his desire to serve on the CAC and clarified that he was a District 11 resident.

There was no public comment.

Chair Mar commented that Mr. Larkin had served with distinction on the CAC for ten years, and he thanked Mr. Larkin for bringing his office up to speed on transportation issues. He added that Mr. Larkin's involvement with Chair Mar's office, the Planning Association for the Richmond, and neighborhood associations along the Geary corridor – extending beyond the Richmond - was helpful. He concluded his remarks by expressing his support for Mr. Larkin's reappointment to the CAC.

Chair Mar motioned to recommend appointment of Mr. Larkin, seconded by Commissioner Kim. The motion to recommend appointment of Mr. Larkin to the CAC was approved by the following vote:

Ayes: Commissioners Breed, Kim, Mar, and Yee (4)

Absent: Commissioner Campos (1)

5. Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – ACTION

David Uniman, Deputy Director for Planning, presented the item per the staff memorandum.

Aaron Goodman spoke to his interest and qualifications in being appointed to the Geneva-Harney Bus Rapid Transit Community Advisory Committee.

Chair Mar motioned to continue the vacancy to allow additional time for recruitment for the District 11 seat per Chair Avalos' request, seconded by Commissioner Kim. The motion to continue the vacancy was approved by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Campos (1)

There was no public comment.

6. Recommend Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Chair Mar asked for examples of projects in Group 3 of the Transit Effectiveness Project (TEP). Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), stated that Group 3 included projects on the K-Ingleside, M-Ocean View, 22-Fillmore, 28-19th Avenue, and 30-Stockton routes. He stated that the project on the 28-19th Avenue route would be coordinated with repaving, and the project on the 30-Stockton route would be coordinated with the Central Subway. He added that the project on the 22-Fillmore route would be on 16th Street and would involve overhead contact system work. He stated that Group 3 projects would be on complicated corridors with a correspondingly higher capital cost currently estimated at \$50 million.

During public comment, Aaron Goodman commented on the need for level boarding for bus rapid transit to meet capacity, access, and egress needs. He stated that bus designs overseas allowed for mid-vehicle boarding (avoiding constraints associated with location of the vehicles wheels) using wider door spans that provided faster access and egress and accommodated wheelchair boarding.

Mr. Rewers stated that maintaining service across the system on different routes required that procured vehicles be flexible for use throughout Muni's network. Ms. LaForte commented that the vehicles being procured would be low-floor and allow for all-door boarding.

Chair Mar commented that Transportation Authority and SFMTA were actively soliciting advice on boarding and preferred vehicle types to ensure San Francisco's bus rapid transit projects would be properly designed and he expressed appreciation for these efforts

The item was approved without objection by the following vote:

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

7. **Recommend Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, and Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Mar asked for clarification on the location of the Persia Triangle Transit Improvements project. Ms. LaForte responded that the project was bounded by Mission Street, Ocean Avenue, and Persia Avenue.

Tilly Chang, Executive Director, highlighted the Prop K allocations for the Bayshore Multimodal Facility Location Study and the Bay Area Transit Core Capacity Study, two regional, multi-agency, collaborative efforts. She stated that the Transportation Authority had received a letter from the City/County Association of Governments of San Mateo County (C/CAG), which stated that it was suspending its participation in the Geneva Harney Bus Rapid Transit (BRT) study. Ms. Chang stated that C/CAG's concerns stemmed from the Bayshore Multimodal Facility Location Study and related to concerns about the level of coordination occurring between San Francisco and Brisbane. She stated that San Francisco Planning's Director, John Rahaim, and his staff were connecting with C/CAG regarding its concerns and that there was hope that C/CAG would be involved in the study in the future. She stated that staff was preparing a response letter for Chair Avalos to sign inviting C/CAG to participate in the study. She commented that C/CAG was an anticipated funding partner for the Geneva BRT study, and that Transportation Authority staff might need to identify alternative sources of funding to make up for its contribution.

Ms. Chang stated that the Bay Area Transit Core Capacity Study was a five agency partnership led by the Metropolitan Transportation Commission (MTC), with Transportation Authority, San Francisco Municipal Transportation Agency, Bay Area Rapid Transit District (BART), and Alameda County (AC) Transit. She stated that the study was intended to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the

region. She commented that the region was pleased to learn in September that it had been awarded a \$1 million TIGER grant to support work on the study.

Commission Kim expressed support for the Bay Area Transit Core Capacity Study. She commented that San Francisco residents seemed to be experiencing more traffic and transit crowding, particularly in SoMa. She asked whether data supported these perceived impacts. Ms. Chang responded that data showed a 10-15% increase in ridership on Muni, BART, and Caltrain. She stated that Transportation Authority staff could return with detailed data in the coming months as the project got underway. Ms. Chang commented that vehicle traffic did not appear to have experienced as significant an increase, but that this could be due to the use of transit and private shuttle options. She commented that the Bay Area needed to explore viable options for increasing its transit capacity.

Commissioner Kim requested additional information regarding the San Francisco Freeway Corridor Management Study. She commented that San Francisco's economic growth, though appreciated, was impacting the transportation network. Ms. Chang commented that San Francisco needed to explore ways to optimize use of its existing transportation system.

David Uniman, Deputy Director for Planning, stated that the San Francisco Freeway Corridor Management Study would examine strategies to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. He stated that the study would help San Francisco address the population, job, and housing growth anticipated through 2040. He added that Prop K would be leveraged against a \$300,000 Caltrans Partnership Planning grant. He stated that the study was anticipated to be completed by spring 2017.

Chair Mar asked for staff to clarify the meaning of the acronym HOV for those who were not already aware. Mr. Uniman explained that there were different ways for controlling vehicle access to infrastructure, including restricting access to vehicles achieving occupancy of a certain threshold. He explained that high-occupancy vehicle (HOV) lanes restricted access based on the number of occupants and that express lanes restricted access to those willing to pay a fee to acquire access without meeting the occupancy requirements. Chair Mar commented that HOV lanes were more commonly referred to as carpool lanes.

Commissioner Kim commented the existing network did not appear to encourage carpooling from San Francisco to the East Bay (despite good infrastructure in the reverse direction) and that she would appreciate seeing expanded options. She commented that she would like to learn more about the impact of the removal of a car lane on Folsom Street to accommodate a bike lane. She stated that vehicle traffic seemed to not be negatively impacted, but she would appreciate data to validate this perception. She commented that there was interest in developing a two-way bike lane on Folsom Street to connect the SoMa and Mission neighborhoods. She expressed interest in understanding how mitigating vehicle congestion was being coordinated with bike and pedestrian projects.

During public comment, Andrew Yip expressed concern about the distribution of public dollars to help the community.

Aaron Goodman expressed concern about the transportation and housing impacts to San Francisco from persons electing to live in San Francisco and commute to their employers in the South Bay. He commented that cities, counties, and employers needed to work together

to develop strategies for dealing with the impacts. He commented that he hoped C/CAG would recommit to working with the Transportation Authority on the Bayshore Multimodal Facility Location Study and the Geneva Harney BRT study.

Adam Noelting, Senior Planner at MTC, expressed support for the Transportation Authority's role in the Bay Area Transit Core Capacity Study. He stated that the study would generate short-, medium-, and long-term projects and would be coordinated with the update of Plan Bay Area and San Francisco Transportation Plan.

Chair Mar commented that Ms. Chang had recently joined the Association of Bay Area Governments (ABAG) Regional Planning Committee, and that ABAG was working to ensure that the region worked together to develop more housing and transit-oriented development.

The item was approved without objection by the following vote:

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

8. Recommend Adoption of the Draft 2014 Prop K Strategic Plan – ACTION

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

Commissioner Kim asked for Transportation Authority staff to discuss the need for the coordination between the Transbay Transit Center, Downtown Extension, Caltrain Electrification, and High Speed Rail projects. She added that Caltrain would be issuing a request for proposal in January for new trains to prepare for electrification, which would modify boarding platforms to be 25 inches, but that boarding platforms for High Speed Rail would be 50 inches. Tilly Chang, Executive Director, stated the issue of platform height was one of many issues that required coordination with partner agencies to ensure system compatibility. She added that key stakeholders would be meeting to discuss the issue of platform height and compatibility next week. Ms. Chang suggested holding a hearing at the Transportation Authority Board on the issue. Ms. Chang stated the Transbay Transit Center and Downtown Extension are voter-mandated projects in the Prop K Expenditure Plan that would require coordinated delivery as a single integrated project. Ms. Chang added that the Transportation Authority would coordinate with San Jose, San Mateo, and Santa Clara to address the level boarding issue and other issues such as cost increases to ensure compatibility between high speed rail and Caltrain.

During public comment, Andrew Yip expressed the need for detail and consideration in funding decisions.

Commissioner Breed stated the importance of conducting strategic planning, the need to prioritize projects the value of providing a comprehensive look at the program. She thank staff for their efforts to produce the Prop K Strategic Plan update.

The item was approved without objection by the following vote:

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

9. Recommend Approval of the Delegated Allocation Authority Policy and the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Campos expressed his opposition to the adoption of a delegated allocation authority policy. He stated that Transportation Authority staff needed to better explain why the policy was desired and what problem it was addressing. He asked for staff to provide specific examples of cases where the standard process had impacted project delivery. He expressed concern about the policy's impact on transparency and public input opportunities, and how it would diminish the role of the Citizens Advisory Committee (CAC) and Plans and Programs Committee. He stated that the policy appeared to give staff significant discretion over deciding which projects were controversial. He commented that the public should help decide whether a project was controversial. He commented that consideration of this policy was ill-timed when considering that the City was planning to ask voters to approve a transportation funding ballot measure in November. He commented that voters would appreciate maintaining oversight and accountability over the expenditure of transportation funding.

Commissioner Kim inquired whether the item could be considered at a future Plans and Programs Committee meeting. She commented that she appreciated efforts to streamline bureaucracy to motivate improved project delivery, and that such a policy could potentially work for projects that were smaller in scale. She commented that she was interested in seeing WalkFirst projects progress, but that she hoped to acquire additional detail prior to approving the allocation of funds.

Commissioner Breed expressed support for considering the item at a future meeting. She acknowledged the benefits of streamlining bureaucracy, but stated that the CAC was established to ensure public input and that the policy would diminish this. She stated that she understood that some departments expressed frustration with delays due to the allocation process, but that at this time, she preferred not changing the allocation approval process until she could better understand why the policy was being proposed.

Commissioner Yee supported continuing the item. He commented that he, too, would appreciate acquiring a better understanding of the policy was being proposed.

Ms. Lombardo stated that with the approval of the 2014 Prop K 5-Year Prioritization Programs (5YPPs), the CAC and Plans and Programs Committee had details on the scopes, schedules, and budgets of the projects proposed on the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority, though this information wasn't as detailed as that provide in an allocation request. She clarified that the proposed policy would not allow delegated allocation of last minute project requests because projects would already need to be on the annual list of project's pre-approved by the Transportation Authority Board. Ms. Lombardo noted that the proposed policy was draft in response to sponsor input so she suggested that Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), provide some insights from the project sponsor's perspective.

Mr. Rewers expressed support for the policy. He stated that the SFMTA was often called upon to coordinate projects (e.g. bulbouts, signal conduit, etc.) with the Department of

Public Works' paving projects, and that this policy would help support timely delivery. He stated that seeking a Prop K allocation for a coordinated improvement could result in costly delays for much larger paving projects. He commented that the projects proposed on the list represented only about \$5 million of more than \$200 million programmed in Prop K for Fiscal Year 2014/15. He stated that staff could return with a presentation explaining the need for the policy next month.

Commissioner Breed commented that it would be helpful for commissioners to understand whether the CAC supported the policy.

Mr. Rewers commented that the CAC had been heavily involved in the development of the 2014 5YPPs, and that sponsors had dedicated a significant amount of time to reviewing the proposed projects with the CAC and responding to their questions. He stated that the SFMTA was committed to supporting a transparent process, whether it was through the traditional allocation process or through delegated allocation authority.

During public comment, Andrew Yip shared information regarding an upcoming cultural community event.

Aaron Goodman expressed the need for public input in large scale planning and projects. He stated small projects may have large impacts on the transportation system and the public should have input to ensure the best solution would be approved.

Commissioner Campos motioned to continue the item, seconded by Commissioner Breed. The motion to continue the item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Mar and Yee (4)

Absent: Commissioner Kim (1)

10. Draft Neighborhood Transportation Improvement Program Planning Guidelines – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

During public comment, Aaron Goodman expressed support for public input to improve transit connectivity in District 7.

Andrew Yip expressed the need for discussion.

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Aaron Goodman expressed the need to analyze mid-door design of buses overseas. He added a study to analyze the issue would be important for access and egress.

13. Adjournment

The meeting was adjourned at 12:21 p.m.