



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, February 10, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:32 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Christensen, Farrell and Tang (4)

Absent at Roll Call: Commissioner Yee (entered during Item 3) (1)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its February 25 meeting, the CAC considered and unanimously passed Items 5 and 6 from the agenda. Mr. Waddling noted that there was significant discussion on Item 5, specifically regarding the details of the Great Highway Reroute project. He stated that Item 6 passed with one abstention, as Wells Whitney, Vice Chair of the CAC, was concerned that the increase in travel demand in the US-101/I-280 corridor was substantially more than could be accommodated by the strategies proposed. He said Mr. Whitney noted that major increases in the capacity of Caltrain, bus rapid transit on US-101, etc. would be needed to achieve these goals. Mr. Waddling added that Rachel Hiatt, Principal Transportation Planner, had responded that each of the four strategies proposed could not alone meet the goals, and that the comprehensive analysis [called for by Mr. Whitney] would happen in Phase 2 of the project.

Mr. Waddling said that at the request of the District 6 CAC representative, there would be an ethics workshop held on April 8 for CAC members. He added that the CAC wanted to make sure community concerns were being heard by the CAC. He asked the commissioners to encourage their CAC representatives to reach out to community groups and to attend community events to interact with the public.

There was no public comment.

3. Approve the Minutes of the February 10, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

4. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Myla Ablog spoke to her interest and qualifications in being reappointed to the Citizens Advisory Committee (CAC).

Commissioner Breed asked if Ms. Ablog could explain her other two absences that were not due to a mandatory training. Ms. Ablog responded that one absence was due to a severe illness and the other was due to her being stuck in commute traffic, but that moving forward she would show up late rather than not attend at all. Commissioner Breed asked if Ms. Ablog expected to have any absences in the near future. Ms. Ablog stated that she did not foresee any future absences and that she would try to avoid conflicts due to mandatory trainings.

There was no public comment.

Chair Tang stated that Commissioner Avalos was still seeking a candidate for District 11 for the other vacancy.

One vacancy was continued at the call of the chair, without objection.

Commissioner Breed moved to recommend reappointment of Ms. Ablog, seconded by Commissioner Christensen. The motion to recommend reappointment of Myla Ablog to the CAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

5. Recommend Allocation of \$1,824,502 in Prop K Funds, with Conditions, for Seven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum. He then introduced Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), who responded to questions about the Bicycle Safety Education Classes raised by the Plans and Programs Committee at its February meeting.

Mr. Rewers said that the classes were a measure laid out in the 2013 Bicycle Strategy to help achieve SFMTA's policy goal of increasing bicycle mode share. He went on to say that the classes would help achieve Vision Zero safety goals by teaching cycling safety, including following the rules of the road. With regard to the cost of the classes, Mr. Rewers explained that there were a variety of class types, but that some of the more intensive classes, like a two-week class for middle school students, or on-the-road training requiring a certified instructor, were expensive to conduct.

Commissioner Yee asked about the ethnic and district breakdowns of the bicycle safety education class participants and whether the SFMTA could set criteria to guide the distribution of classes. Mr. Rewers responded that the SFMTA could provide more specific participant data as part of the next contract, which would be happen once the current contract was completed. Matt Lasky, Project Manager at the SFMTA, added that the SFMTA did not have information on participants by district. However, he referred to a map included in the agenda packet that showed citywide distribution of the classes. He added that promotional material was offered in English, Chinese, and Spanish, and noted that middle school locations were determined by interest from the schools.

Commissioner Yee remarked that, based on the information presented on the map, there didn't appear to be many participants from District 7. Mr. Lasky responded that the outreach for classes targeted people new to bicycling, as well as more experienced bicyclists. He said more classes could be added outside the city center, and that the map reflected that the majority of

classes were located in the city center since that was where the majority of existing bicyclists were located.

Commissioner Yee requested that going forward, the SFMTA set goals so that a certain percentage of classes and participants be located in each district. Mr. Lasky responded that the SFMTA would look into it.

Commissioner Christensen voiced general support for the mission and goals of the bicycle safety education classes and of the current contractor, SFBC. She added that the concerns raised were related to how cost effectively the project funding was being spent by the SFMTA. Commissioner Christensen added that the outreach for this program was relatively small and recommended that the outreach be more strategic in order to have a larger, citywide impact in the future. She noted that outreach should focus on people who rely on bicycles most and that classes don't necessarily need to be led by an instructor; for instance, on-line formats or brochures can provide information. Commissioner Christensen added that future outreach should also be more geographically equitable.

Mr. Rewers responded that the current allocation request was for the extension of the existing contract, but that the concerns and goals voiced by the commissioners could be addressed in the next request for proposals for bicycle safety education classes.

Commissioner Farrell noted that there were only two classes in District 2. He stated that District 2 had many bicyclists and bike shops and requested that the next contract be more explicit in geographic equity goals. Commissioner Farrell requested that the SFMTA return to discuss these goals when developing the request for proposals.

Commissioner Breed said that the project costs per class and per participant of the current request were too expensive. She added that the cost per class and participant should decrease over time after the program start-up costs were realized. Commissioner Breed voiced her support for more strategic outreach, making the classes as effective as possible, and for higher class participation, resulting in safer bicycling habits and increased knowledge of the rules of the road. Commissioner Breed said she supported moving the request forward, noting that she would like to see more geographic equity and a more cost-effective program.

Chair Tang asked SFMTA staff to confirm that SFMTA could not write in any additional requirements to the current contract.

Mr. Rewers confirmed that this request was for a short extension of an existing contract. He added that based on comments from commissioners, previous allocations for bicycle safety education classes focused on ensuring promotion and outreach on the classes to groups underrepresented in bicycling in the city. Mr. Rewers remarked that for the upcoming new contract, the focus would likely be on ensuring cost effectiveness, geographic distribution, and linking the classes to Vision Zero, safety, and rules of the road. He added that those issues could be incorporated into the next request for proposals.

Chair Tang noted her support for adding these criteria to the next contract. She requested that the SFMTA do more in-depth data gathering and follow-up with class participants to measure the level of bicycle riding before and after class participation to measure outcomes.

Mr. Rewers noted that the SFMTA would work with the Transportation Authority to enhance evaluation of the bicycle safety education classes and that the enhanced evaluation could be worked into the next contract.

Chair Tang asked if the Bicycle Safety Education Classes project would potentially be moving from the Sustainable Streets Division to the Transportation Demand Management (TDM) division.

Mr. Rewers responded that the TDM subdivision was a part of Sustainable Streets Division, and that TDM subdivision staff would manage the contract.

Commissioner Yee asked for the project priorities and schedule for implementing the backlog of projects from completed traffic calming areawide plans.

Mr. Rewers responded that the SFMTA could provide information on the traffic calming project backlog, including when the plans were approved and the priority of improvements. He noted that the SFMTA used to do traffic calming planning projects for large areas without implementation schedules. He noted that there is a \$6 million backlog of plan recommendations to be implemented over the next three years using Prop K funds and SFMTA revenue bonds.

During public comment, Eric Tuvel of the SFBC noted that the map of the bicycle safety education classes showed class location data for only one year, and that occasionally a single site may have had more than one class. He also noted that distribution of class participants was generally widespread with a number of class sites centrally located in San Francisco or along highly travelled bicycle routes, drawing cyclists from all over the City. Mr. Tuvel added that two-thirds of classes were composed of women, including many Asian-American women. He noted that in the past year, over 1,800 adults and 1,300 youth were educated through the bicycle safety education classes. He voiced his appreciation to the commissioners for their support of the item, and noted the importance of the classes to the Vision Zero initiative. Mr. Tuvel concluded by voicing his support for comments made by committee members and having them addressed in the next bicycle safety education classes request for proposals.

Matthew Dove of the Young Men's Christian Association (YMCA) of San Francisco commented that youth bicycle programs in middle and high schools were becoming more popular. He noted that over 900 students would be reached through the YMCA's programs, and that the YMCA had worked with nearly 30 instructors at San Francisco schools which now had their own bicycle education programs and their own bicycles for use in the classes. Mr. Dove added that nearly 70 schools in San Francisco had their own fleets of bikes, and that the partnership with the San Francisco Unified School District was coordinated through the district's physical education office. He added that the YMCA program targeted schools with a high number of students qualifying for free or reduced school lunches and where there was interest in bike education. Mr. Dove concluded that the cost for YMCA programs was about \$50-60 per student, and that he anticipated that the cost per student would decrease as demand increased.

Commissioner Christensen asked what the relationship was between the YMCA and the SFBC.

Mr. Dove responded that the YMCA was a subcontractor to the SFBC.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

6. Recommend Adopting the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION

Rachel Hiatt, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Christensen noted that Fisherman's Wharf and the Financial District each generated three to four million auto trips per year due to a lack of transit alternatives in District 3, especially in the northern part of the district. She stated the report should not only look at the freeway system but also what transit options were available to regional travelers once they arrived in the city. She added that extending Central Subway to Fisherman's Wharf would provide a great alternative for travelers in District 3.

Tilly Chang, Executive Director, commented that Assemblymember Kevin Mullin, who represented part of San Mateo County, recently introduced Assembly Bill 378. She said it was currently a spot bill that called for regional collaboration and coordination on the US 101 corridor. She said the Finance Committee had recommended a support position for the bill and that staff was working closely with Assemblymember Mullin's office as well as the Metropolitan Transportation Commission, the Bay Area Council and the counties of San Mateo and Santa Clara.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

7. Major Capital Projects Update – Central Subway – INFORMATION

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

In his presentation, Mr. Zurinaga stated that \$75 million in State Regional Improvement Funds (RIP) would likely not be delivered on-time and that staff was considering replacement funding.

Chair Tang asked Mr. Zurinaga to explain the funding gap and what sources of replacement funds were being considered. Mr. Zurinaga responded that staff could address that information momentarily. Chair Tang asked what the required contingency was currently and what it would be in April. Mr. Zurinaga responded that currently the required contingency was \$140 million, with \$81.2 million in contingency reserved. He said when the tunnel contracts reached substantial completion in April, the required contingency would decrease to \$75 million so there would be adequate funding to support the required contingency at that time.

Commissioner Yee asked if there had been a study on extending the Central Subway to Fisherman's Wharf, and if so, what the projected cost was. Mr. Zurinaga responded that the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), and the Planning Department recently completed a joint feasibility study on the extension. He said the study was requested by the local community and looked at different options for routes and station locations, and found that it was technically feasible with promising ridership. He said that it was now a matter of whether and when to move the project forward given SFMTA's many other priorities and limited funding.

Tilly Chang, Executive Director, commented that the study originated from the local community and was spearheaded by Commissioner Christensen prior to her appointment as supervisor. She said the project cost ranged from one to two billion, depending on the alternatives, and that it was such a wide range because it was a very rough estimate. She said the SFMTA had agreed to consider the extension under its Rail Capacity Study which incorporated various corridors and potential extensions Ms. Chang added that the SFMTA could provide a presentation on the Rail Capacity Plan at an upcoming Plans and Programs Committee meeting.

Commissioner Christensen commented that she looked forward to the Rail Capacity Study presentation and that her office had received enthusiastic support from the public on the proposed extension. Regarding the funding gap, she asked where the \$75 million in state RIP funds went and how was it going to be replaced.

Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, responded that the \$75 million funding gap was a cash flow issue. He said the state's RIP funds were guaranteed to the City and County of San Francisco but the state could not provide the funds in time for this portion of the project. Mr. Rewers said the SFMTA had recently entered into a commercial paper program for project funding needs and that they could use \$100 million from that program to meet the contingency up to 2018. He said the SFMTA was exploring swapping available funds within its \$3 billion capital program to meet cash flow needs for project. Mr. Rewers added that it would help if the Federal Transit Authority (FTA) reduced the contingency amount but that this was a problem that had to be solved prior to the completion of the project. He said the SFMTA would continue to work with its federal partners to assure that the SFMTA was appropriated higher levels of funds from the New Starts program each year, and that the current recommendation by the FTA was \$165 million, which was slightly more than projected. He concluded that if the SFMTA had secure funds up front it would improve project management of this project, but that overall, SFMTA was not concerned with funding for the project.

Commissioner Christensen asked if there would be funds leftover to replace the roadways that were affected by construction and if any alterations would be made to their design.

John Funghi, Central Subway Program Director at the SFMTA, responded that during this past winter the SFMTA had a successful winter walk event where the streets under construction were closed to traffic but open to pedestrians. He said it was a huge success for businesses and that the SFMTA was currently working with the Union Square Business Improvement District to propose a more permanent installment. Mr. Funghi said that prior to the project's completion in 2018, staff could do a complete streets type of approach for the two blocks of Stockton Street that were under construction. He added that there would be two more winter walk events prior to the project's completion and that they hoped to learn from these experiences to provide a more complete Stockton Street once the subway project was completed.

Commissioner Christensen commented that her office was currently working with the SFMTA on a study of the entire 30-Stockton bus route and that it would be great if they could include the Union Square area in that study.

There was no public comment.

8. Introduction of New Items – INFORMATION

There was no public comment.

9. Public Comment

There was no public comment.

10. Adjournment

The meeting was adjourned at 11:46 a.m.