



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, April 27, 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, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen (entered during Item 6) and Chris Waddling.

Transportation Authority staff members present were Michelle Beaulieu, Amber Crabbe, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling encouraged CAC members to watch the video of the Bay Area Bike Share update presented at the April 19 Plans and Programs Committee, which was available on SFGovTV. He said that prior to the meeting, four CAC members had attended a tour of the San Francisco Municipal Transportation Agency's (SFMTA's) Transportation Management Center, led by Project Manager Frank Lau. He said that SFMTA and New Flyer were working on a glare shield for the interior lights on new buses, as suggested by CAC member Peter Tannen, which he noted was an example of how input from the CAC was important.

Consent Calendar

3. Approve the Minutes of the March 23, 2016 Meeting – ACTION

4. Accounting Report and Investment Report for the Nine Months Ending March 31, 2016 – INFORMATION

5. State and Federal Legislative Update – INFORMATION

Chair Waddling noted that Assembly Bill (AB) 1641 would allow local authorities to permit commuter shuttle services to use transit stops, and asked under what authority the SFMTA permitted its existing program. Maria Lombardo, Chief Deputy Director, replied that the Board had also discussed this topic. She referenced Transportation Authority Chair Wiener's comments noting that state law already granted the SFMTA the necessary authority for the program. She said that she believed the intention of AB1641 per the author was to clarify the existing law.

During public comment, Edward Mason said that the current law used to justify the commuter shuttle program was actually intended for school buses.

Roland LeBrun said that the Santa Clara Valley Transportation Authority had a different shuttle system than San Francisco, as Google picked up riders at light-rail stations, bypassing downtown San Jose altogether.

Peter Sachs moved to approve the Consent Calendar, seconded by Brian Larkin.

The Consent Calendar was approved by the following vote:

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

Absent: CAC Members Morrison and Tannen

End of Consent Calendar

6. Adopt a Motion of Support for Allocation of \$9,599,451 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Peter Sachs asked why the bike lanes were buffered rather than barrier protected, noting that there was nothing to keep cars or Ubers from double parking in them, and asked how barrier protected lanes were prioritized. Charles Ream, Planner at the San Francisco Municipal Transportation Agency (SFMTA) replied that for Arguello Boulevard, there was a process of community walk-throughs and consultations with the San Francisco Bike Coalition and Supervisor Mar's office to evaluate different treatment options. He said that factors such as driveways and the offset street grids in the area were challenges, but that the chosen design was approved by the SFMTA and Supervisor Mar's office. Mr. Sachs said that barrier protected lanes would be ideal and asked if that was with the first option considered. Mr. Ream responded that prioritization was based on demand and cyclist injuries, and that there was often an iterative process where a less intensive treatment could be upgraded at a later.

Myla Ablog said she had read an article in the San Francisco Examiner from February 23 that said the new trolley buses struggled on San Francisco's hills. She asked whether these buses would be used on Geary Corridor Bus Rapid Transit and whether the trolley buses would cause problems in the future if they struggled on hills. Kamini Lall, Senior Financial Analyst at SFMTA, replied that the buses had completed a lot of testing and were working on the routes where the new buses were being used. She said she could follow up to get more information if desired.

Ms. Ablog asked about the environmental clearance necessary for the Burke facility renovation. Jonathan Rewers, Manager of Capital Planning and Analysis at the SFMTA, responded that the project would likely be categorically exempt because the use would not change.

Brian Larkin asked whether design of the Burke facility would be finalized by the time subcontracts were awarded. Mr. Rewers replied that it would, and that San Francisco Public Works (SFPW) had good experience using the Construction Manager/General Contractor (CM/GC) approach. He said that the overhead line crews were first responders to electric line problems and that it was important to move them to a seismically sound facility. He said that San Francisco Animal Care & Control would move into the Bryant facility in 2018 and that it was important to meet that schedule. Mr. Larkin asked what would happen if the project fell behind schedule. Mr. Rewers replied that there were three phases to the project, but that the project could be accelerated to two phases if necessary. He added that costs for the Animal Care & Control facility could go up if it was delayed. Mr. Larkin said he was concerned that the current situation would lead to a delay. Jim Bucher, Senior Architect with SFPW, said that they were conscious of wanting to have a defensible design and that with CM/GC, they could bring a prime contractor on early to provide input on the design. He said that SFPW would control the project, with the SFMTA as the client.

Chair Waddling asked what the reasoning was for restriping Arguello Boulevard now if it was going to be torn up for repaving. Ms. LaForte replied that SFPW's paving schedule was in flux

depending on utility coordination and that the SFMTA believed that the short-term improvements were worth the cost.

Chair Waddling asked why there was sales tax charged on bus procurements when there were exemptions for things like scientific equipment. Ms. LaForte said that she would follow up.

Jacqueline Sachs said that the Arguello project should take into account the congregation at the intersection of Arguello Boulevard and Lake Street. She said that current signal timing did not allow enough time for some people to cross the street. Mr. Ream replied that the paving project would install pedestrian countdown signals and would take a comprehensive look at signal timing and that all intersections would accommodate the standard pedestrian speed of 2.5 feet per second.

During public comment, John Templeton said that his church was at the intersection of Arguello Boulevard and Lake Street and that they had never been contacted regarding the project. He said that that intersection was not designed to be safe for all users.

Roland LeBrun said that 2.5 feet per second was too fast and that Caltrain assumed 1.5 feet per second. He asked how the Burke project would improve operations and efficiency, and whether the SFMTA was being paid to leave the Bryant facility. He noted that the Transbay Transit Center had used a CM/GC project delivery method.

Edward Mason asked how money was being accumulated to perform mid-life overhauls on all the new vehicles that San Francisco was buying. He also asked whether expensive mechanics or engineers were doing the warranty paperwork, as he did not see administrative staff listed in the budget.

John Larson moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

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

Nays: Peter Sachs

Absent: CAC Members Morrison

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

Luis Zurinaga, Consultant for the Transportation Authority, presented the item per the staff memorandum.

Brian Larkin asked why the cost for conceptual engineering was so high if the project was being delivered as design/build. Mr. Zurinaga replied that there was more developed conceptual engineering than was typical because it was design/build.

Santiago Lerma asked what the benefits of the project would be. Mr. Zurinaga replied that the existing systems were very old and that it was difficult to get parts to repair them. Mr. Lerma asked whether some of the vehicles slated for replacement would get upgraded radio equipment. Mr. Zurinaga said that vehicles would be prioritized based on their expected remaining service life.

Peter Sachs said he was familiar with projects in the air traffic control industry where Harris, SFMTA's contractor, seemed to strategically realize that a project required a broader scope than had been assumed, resulting in higher costs. He said he hoped this contract would not result in the same situation. Mr. Zurinaga said that it was unfortunate that Harris was the only bidder on the project, and noted that the bid was 40% above the estimate and that it took over a year to

negotiate the award.

During public comment, Roland LeBrun said that it would cost a fortune to integrate the many disparate systems SFMTA used and that it might be prudent to pause the radio project and hire a consultant to help better organize the communications systems before they were upgraded.

8. Update on the Proposed Golden State Warriors Arena – INFORMATION

Peter Albert, Urban Planning Initiatives Manager with the San Francisco Municipal Transportation Agency, and Adam Van de Water, Project Manager for the City's Office of Economic and Workforce Development, presented them item.

Maria Lombardo, Chief Deputy Director, acknowledged Mr. Albert's imminent retirement. She and Chair Waddling expressed great appreciation for his career, including his work at the Transportation Authority.

Chair Waddling asked if the Mission Bay Loop had been incorporated into the transportation management plan for the arena. Mr. Albert said that it had and that the Loop was one reason for the central platform design of the arena's light-rail station. Chair Waddling commented that San Francisco Giants games caused traffic jams in the Bayview and asked how any management plan could improve the situation once the Golden State Warriors arena was operational. Mr. Albert said the introduction of Parking Control Officers (PCOs) had improved traffic related to Giants games. He said PCOs for Warriors games would intercept vehicles before they reached the most congested areas near the arena and would divert them directly to parking facilities to reduce congestion from vehicles seeking parking places. Mr. Van de Water added that the transportation plan emphasized emergency access to the hospital and prioritized emergency vehicle corridors. He said PCOs would have the means to override signal phases for emergency vehicles and to ease gridlock. Mr. Van de Water noted that congestion would not improve as a result of the new arena, but that the goal was to manage it as well as possible. He said since Warriors games were in the evening, they would not coincide with most Giants games, and that the main issue was the overlap between evening rush hour and evening events at the arena.

Mr. Albert said the plan assumed construction of the Mission Rock parking structure, and that he had hoped to include shared use of an additional 9,000 existing parking spaces. He said ideal parking locations were located outside of the immediate vicinity of the arena. Mr. Van de Water added that the planners had looked at the development up to 40 years in the future, so the Mission Rock parking structure was incorporated in the traffic model because it was a known future development.

Jacqueline Sachs asked if construction of the arena would negatively impact access to the University of California, San Francisco's (UCSF's) Mission Bay campus, such as its shuttle. Mr. Albert responded that UCSF and the biotech companies in the area had endorsed the plan because of its parking management strategies. Chair Waddling commented that he worked near Mission Bay and said congestion had been managed well near the construction site.

During public comment, John Templeton said he had recently experienced major delays on the T-Third light-rail line as a result of Giants games. He said that he inquired with the San Francisco Planning Department as to why the environmental review process had not included input from the Hunters Point community, and was told that the California Environmental Quality Act did not require that environmental documents respond to environmental justice issues.

Roland LeBrun commented that the alignment for Caltrain's downtown extension to a rebuilt Transbay Transit Center should be designed to include a new station at 7th Street, which would

allow a bi-directional loop on the light-rail line.

Jerry Cauthen commented that most of the streets in the area of the arena were already at or near capacity and that the Environmental Impact Report should have done more to document the full impact of the arena on traffic and parking.

9. Preliminary Fiscal Year 2016/17 Annual Budget and Work Program – INFORMATION

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

Chair Waddling asked CAC members to email staff with any questions about the item, since the meeting was running long.

During public comment Ed Mason asked if the Freeway Corridor Management (FCMS) project was the same as the Metropolitan Transportation Commission's (MTC's) Managed Lane Implementation Program (MLIP), and whether the Transportation Authority was following the MTC's regional express bus system study. Maria Lombardo, Chief Deputy Director, said staff would follow up separately given the hour, but she noted FCMS was a separate but related project to MLIP.

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

Michelle Beaulieu, Transportation Planner, presented the item.

John Larson asked how all San Francisco projects received a negative score for displacement. Maria Lombardo, Chief Deputy Director, reiterated how the target had been applied in the project target assessment, which didn't make sense in that context. She noted that the target's main purpose could be viewed as a policy statement meant to keep the issue of displacement front and center in the planning conversation.

During public comment, John Templeton said that too few of these projects were aimed at helping African Americans in San Francisco, who were dependent on public transit. He said the projects should be aimed at getting African Americans to work and their kids to school, and that he would like to see mitigation proposals for displacement for all of these projects, particularly in San Francisco which had some of the worst out-migration of African Americans in the country. He added that there should be better tracking of the impacts of transit projects on African Americans.

During public comment Edward Mason asked why vehicle miles traveled reduction per capita wasn't included in the guidelines. He also asked where Caltrain's downtown extension to the Transbay Transit Center was expected to fall in the project performance assessment. Ms. Beaulieu replied that it was expected to fall in the middle.

11. Update on Transbay Transit Center Financing – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the item.

During public comment Jerry Cauthen emphasized that the bridge financing mechanism was a loan and that the City would be repaid. He pointed out that Prop K funds accounted for only 2% of the total cost of the Transbay Transit Center, so City contributions had not been excessive to date.

12. Introduction of New Business – INFORMATION

Myla Ablog said that she had encountered SFMTA staff taking surveys of where passengers were tracked getting on and off the bus using an electronic system, and asked if this technology would become more widely used.

Jacqueline Sachs said regarding the late night transit study, “The Other 9 to 5,” that before any further recommendations were finalized, the CAC should have a presentation and the opportunity to add input.

Santiago Lerma said that he would like to see something done to improve the efficiency of passing through the building security when visiting the Transportation Authority’s offices.

There was no public comment.

13. Public Comment

During public comment, Jerry Cauthen said that he had traveled to the meeting on Muni light-rail and that it worked great, but was crowded. He said that in the 1990s, four and five car trains were run, but since then capacity had been cut by running shorter trains. He said that the Transportation Authority needed to look at increasing Muni Metro’s capacity.

Edward Mason said that in Noe Valley, he still saw large commuter shuttles on streets restricted to three-ton weight limits, buses without license plates or commuter shuttle program decals, and buses with Florida license plates, all of which were in violation of the commuter shuttle program. He said that signatures had been gathered opposed to lifting weight restrictions on Dolores Street, and that he had observed 50 commuter shuttles per hour at the intersection of 24th and Valencia Streets between 7 and 8 a.m.

John Templeton said that Plan Bay Area 2040 targeted Bay View Hunters Point for substantial growth, but that the people who currently lived there have limited transportation options and that the equity of transportation investments being proposed should be further considered.

14. Adjournment

The meeting was adjourned at 8:20 p.m.