



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, May 25, 2016

1. Committee Meeting Call to Order

John Larson called the meeting to order at 6:09 p.m.

CAC members present were Myla Ablog, Becky Hogue, John Larson, Santiago Lerma, Jacqualine Sachs, Peter Tannen and Bradley Wiedmaier.

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

John Larson nominated himself to serve as Chair Pro Tem. There were no further nominations.

The motion to elect John Larson as Chair Pro Tem was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs, Waddling

2. Chair's Report – INFORMATION

Chair Larson announced that John Morrison had resigned from the CAC due to health reasons and that Brian Larkin had notified staff that he would be absent for the meeting, which would be his fourth absence over the last twelve regularly scheduled CAC meetings, requiring an automatic suspension from the CAC. Chair Larson welcomed new CAC member Bradley Wiedmaier, who would be representing District 3. Mr. Wiedmaier said he had been a resident of San Francisco for more than 30 years and was passionate about the history and architecture of the City.

Consent Calendar

3. **Approve the Minutes of the April 27, 2016 Meeting – ACTION**
4. **Adopt a Motion of Support for the Revised Administrative Code, the Revised Rules of Order, and the Revised Debt, Equal Benefits, Fiscal, Investment and Travel, Conference, Training and Business Expense Reimbursement Policies, and Adoption of the Title VI Program – ACTION**
5. **Adopt a Motion of Support to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$835,000 and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
6. **Adopt a Motion of Support for Programming \$360,000 in Supplemental Regional Safe Routes to School (SR2S) Funds to San Francisco Department of Public Health's SR2S Program, and Reprogramming \$52,251 in One Bay Area Grant Funds and \$548,388 in**

Congestion Management Agency Block Grant Funds to San Francisco Public Works' Second Street Improvement Project – ACTION

7. State and Federal Legislative Update – INFORMATION

There was no public comment on the Consent Calendar.

Peter Tannen moved to approve the Consent Calendar, seconded by Becky Hogue.

The Consent Calendar was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

End of Consent Calendar

8. Adopt a Motion of Support for Allocation of \$6,004,645 in Prop K Funds, with Conditions, and Appropriation of \$75,000 in Prop K Funds, for Eight 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.

Jacqueline Sachs asked about the status of paratransit van replacement. Ms. LaForte responded that she was uncertain about the replacement schedule, but that a request was under consideration for paratransit operations that would be presented to the CAC at its June meeting.

Bradley Wiedmaier asked if Second Street was still an option for a train tunnel connecting to the Transbay Terminal. Mike Rieger, Project Manager at San Francisco Public Works (SFPW), replied that the Transbay Joint Powers Authority was still planning to construct a cut and cover tunnel under Second Street and that any street improvements implemented under the current request would be replaced in-kind. Ms. LaForte added that the tunnel would likely not be constructed for some time due to funding challenges.

Santiago Lerma asked how street tree sidewalk repairs were distributed around the city. Carla Short, Urban Forester at SFPW, replied that there were tree basins located in every district, though more were maintained by SFPW in some districts than others. She said that SFPW attempted to respond most quickly to sidewalk repairs requested by neighbors. Mr. Lerma asked how tree species were chosen for specific areas and if factors such as dropping leaves and fruit were considered. Ms. Short replied that SFPW tries not plant trees that shed significant fruit or seedpods, but that there was no perfect tree, as all trees shed leaves, even evergreens. She said that SFPW does consider the amount a tree sheds, especially in windy corridors or near catch basins.

Peter Tannen said that based on his observations of the test cycletrack on Market Street, he was concerned that cyclists might not notice the pavement edge on the Second Street cycletrack and could fall off the edge. He asked what kind of edge treatment and markings were proposed. Mr. Rieger replied that the buffer next to the Second Street cycletrack would be much wider than the one on Market Street and would be much more noticeable. Mr. Tannen also asked whether bicycle and pedestrian access would be maintained during construction on Great Highway. Ms. LaForte replied that there would be a presentation next month on Great Highway. Rachel Alonso, Transportation Finance Analyst at SFPW, said that she expected that access would be maintained, but would need to confirm with the project manager.

John Larson asked what was planned for Great Highway in the long-term and asked for a definition of Complete Streets. Ms. LaForte said that the presentation would address long-term

plans for Great Highway. She said that Complete Streets projects were those that considered the needs of all modes on a street.

Becky Hogue asked whether the Second Street project would include daylighting at corners, where parking was moved away from the corner to improve visibility. Mr. Rieger replied that the project would incorporate right-turn pockets, but that he would need to confirm whether there were locations where daylighting was planned. He said one of the biggest safety features of the project would be restrictions on left-turns.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

9. Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2016/17 Annual Budget and Work Program – ACTION

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

John Larson asked if the budget gap resulted from the difference between allocation versus cash flow. Ms. Fong replied that the agency had approximately \$100 million in revenues but \$200 million in anticipated expenditures, and because the assets created by the expenditures were not owned by the Transportation Authority, the result was a negative fund balance.

During public comment, Chris Parkes said that he was a fan of transit but that he was concerned that the negative Prop K budget balance would drive up future fees and sales taxes, and was concerned about the \$21 million revision. He also expressed concern about the lack of funding for subway projects and said they should be prioritized. Ms. Fong replied that the \$21 million line item change allowed for a pay-down of existing debt. She said if more funds were needed than what was available from anticipated revenues and short-term debt, the Transportation Authority would issue a revenue bond, though that would incur higher finance costs for the Prop K program.

Jacqueline Sachs moved to approve the item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

10. Adopt a Motion of Support for the Fiscal Year 2016/2017 Transportation Fund for Clean Air Program of Projects – ACTION

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

Myla Ablog asked whether prioritization criteria considered air quality in specific disadvantaged parts of the city. Mr. Pickford replied that disadvantaged areas were not prioritized in the Local Expenditure Criteria, but that certain project types were eligible with a lower cost effectiveness ratio in Community Air Risk Evaluation (CARE) areas, which were identified by the Bay Area Air Quality Management District (BAAQMD) as locations where populations were most vulnerable to air pollution.

Peter Tannen asked whether the shuttle between the Daly City BART station and San Francisco State University (SFSU) would be cut. Jason Porth, Executive Director at University Corporation with SFSU, replied that there would be no cuts to the shuttle and that SFSU relied heavily on it, as it carried 5,000 passengers between the Daly City BART station and the SFSU campus on a daily basis.

John Larson asked whether Transportation Fund for Clean Air (TFCA) funds could be used for electric vehicle charging stations. Mr. Pickford replied that they could and that the San Francisco TFCA program had funded charging station projects in the past. He said that the Regional TFCA program, administered by BAAQMD, could also fund charging stations.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

11. Adopt a Motion of Support to Authorize the Executive Director to Execute, with Conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project – ACTION

Luis Zurinaga, Consultant for the Transportation Authority, and Casey Fromson, Government Affairs Officer at Caltrain, presented the item.

Peter Tannen asked if, after electrification, riders would have to transfer at Diridon Station to reach destinations south of San Jose. Ms. Fromson responded that vehicle types would be mixed throughout the system, so many passengers would be able to continue south from Diridon without transferring. Mr. Tannen asked how having two sets of doors would affect seating. Ms. Fromson said that initially the higher doors would not be in use and seats could be placed in front of them. She said that there could be a loss of seating if both sets of doors were used and if internal lifts for disabled passengers were necessary.

Jacqueline Sachs asked whether the upper doors would be compliant with the Americans with Disabilities Act (ADA). Ms. Fromson replied that those doors would only be used if platforms were constructed at that height to enable level boarding, which would make them ADA compliant.

Bradley Wiedmaier asked if there would be expanded service south of San Jose. Ms. Fromson replied that it was Caltrain's lowest ridership corridor, but said there had been discussions about the possibility that higher service in the corridor would increase ridership.

Santiago Lerma said that as a Caltrain rider who used the system for long distance trips, he was in favor of continuing to have restrooms on the trains.

John Larson asked why the Communications Based Overlay Signal System (CBOSS) and electrification projects were delayed. Ms. Fromson replied that the delays were about one year, based on 2014 analysis. She said bidding had been completed, so further delays were principally because funding availability had slowed the project. John Larson asked about the competition between Caltrain and other transit agencies for funding from the Core Capacity program. Ms. Fromson replied that the program was a new Federal Transit Administration (FTA) program to fund increased capacity. She said only four projects nationwide were competing for the funds,

and that Caltrain's project was the most advanced of the four. She said that for Fiscal Year 2016/17 the FTA had programmed \$73 million for Caltrain, and for Fiscal Year 2016/17 the FTA had recommended \$125 million but the House Transportation Committee only approved \$100 million. She said the funds would be appropriated once the FTA had approved a Full Funding Grant Agreement with Caltrain.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Members Larkin, P. Sachs and Waddling

12. Transportation Demand Management Ordinance – INFORMATION

Michael Schwartz, Principal Transportation Planner, and Wade Wietgreffe, Senior Planner with the San Francisco Planning Department, presented the item.

John Larson commented that the net increase in San Francisco households between 2000 and 2014 that did not own a car (62%) was surprising given the level of congestion in San Francisco. Mr. Schwartz noted that when the level of congestion was very high, even a small increase in the number of vehicles could be felt disproportionately by the network. He said that analysis was supported by journey-to-work data showing that there had been an increase in non-automobile commuters.

Myla Ablog asked if there would be a dynamic menu of measures from which a project could select, given that transportation choices such as bike share were becoming increasingly available. Mr. Wietgreffe replied in the affirmative, and said there would be a full menu on the program website. He said he expected measures to change over time, and could include companies such as Rideshare or Scoop, depending on future data. He said that Rideshare memberships could potentially be a measure rather than the physical facilities to support them.

There was no public comment.

13. Development of a Transportation Sales Tax Expenditure Plan – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the item.

Jacqueline Sachs said she saw no reason to have another sales tax until the projects programmed in the Prop K Strategic Plan were completed and the Prop K sales tax had been re-authorized through a new expenditure plan.

During Public Comment Chris Parkes expressed concern about a new measure and said he felt that the measure was being rushed, as evidenced by the characterization of the proposed expenditure plan as a placeholder. He said the voters should know clearly where the money would be going when asked to approve a tax measure. Mr. Parkes said that there were many transportation projects in the works that the small businesses community was concerned about, including the Bus Rapid Transit (BRT) projects on Van Ness Avenue and Geary Boulevard. He expressed concern that a new measure would initiate many new projects when existing proposals were still being debated. He said the proposal to allow the City to issue debt against the new revenue would further accelerate the pipeline of projects about which most voters were unaware. As an example, he said 75% people in a recent survey were unaware that 45% of the bus stops along Van Ness Avenue would be removed as part of the Van Ness BRT project or that median trees would be lost along the corridor.

14. Bay Area (PBA) 2040 Update – INFORMATION

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

There was no public comment.

15. Introduction of New Business – INFORMATION

Peter Tannen requested a presentation on bus and train bunching in the Muni system as well as potential solutions. He suggested that the presentation address how initiatives such as new communications systems, transportation demand management and Muni Forward could help in the future.

Jacqueline Sachs said the advisory committee for the Central Subway project would have an open house at the San Francisco Bay Area Planning and Urban Research Association (SPUR), and that there would be a discussion about Stockton Street.

Bradley Wiedmaier commented that documentation and data for Muni Forward focused on regular commute times rather than evenings and weekends. He said that SFMTA should use complete ridership data before closing stops that may be busy off-peak and cited the proposal for the intersection of North Point and Larkin Streets as an example.

Ms. Sachs recommended that the Late Night Transit Working Group present to the CAC for feedback before making decisions about recommendations.

There was no public comment.

16. Public Comment

There was no public comment.

17. Adjournment

The meeting was adjourned at 8:23 p.m.