



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, June 21, 2016

1. Roll Call

Vice Chair Farrell called the meeting to order at 10:36 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent at Roll Call: Commissioner Tang (entered during Item 9) (1)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at the May 25 meeting, the CAC considered and unanimously passed Item 6 from the agenda. He said that regarding Item 6, the Prop K grouped allocation, several questions on the Great Highway Reroute project were deferred to the June CAC meeting. Mr. Waddling said that CAC member Wiedmaier voiced concerns about the impact of the Transbay Transit Center's cut-and-cover work on the Second Street Improvement project, and that Mike Rieger, Project Manager at San Francisco Public Works, assured him that the Second Street improvements would be replaced in kind after the cut-and-cover work.

Regarding Item 7, the Transportation Fund for Clean Air program of projects, Mr. Waddling said staff noted that certain projects with a lower cost effectiveness ratio would still be eligible for funding if they were located in neighborhoods that were most vulnerable to air pollution. Regarding Item 8, the Peninsula Corridor Electrification Project, Mr. Waddling said the CAC was informed that there would be a mix of vehicle types on the system after electrification, which meant that passengers would not necessarily need to transfer at Diridon Caltrain station if they were headed further south, which CAC member Tannen had voiced concerns about. Mr. Waddling said CAC member Jacqueline Sachs raised concerns about whether the vehicles' upper doors would be American with Disabilities Act compliant given the multiple levels of the train door heights. Regarding Item 9, the Potential Local Transportation Revenue Measure and Expenditure Plan, Mr. Waddling said the short timeline was concerning, as well as the additional taxation on top of the past and existing ones such as Prop K, as emphasized by Ms. Sachs. Mr. Waddling requested that the sections within the Charter Amendment proposal show as much detail as the Transportation Sales Tax Ordinance.

Commissioner Peskin asked about next steps regarding the CAC member who was automatically suspended due to too many missed meetings. Anna LaForte, Deputy Director for Policy and Programming, replied that Brian Larkin was seeking reappointment but unable to attend the Committee meeting, and therefore his appointment would be considered the following month. Commissioner Peskin asked if suspension required reappointment, to which Ms. LaForte replied in the affirmative.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the May 17, 2016 Meeting – ACTION**
4. **Recommend 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**
5. **San Francisco Revised Project List and Preferred Scenario Advocacy Strategy for Plan Bay Area 2040 – INFORMATION**

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

End Consent Calendar

6. **Recommend 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.

Commissioner Avalos asked about the extent of San Francisco Public Works’ (SFPW’s) need to replace the street sweeper fleet in total compared to the street sweepers to be funded with the Prop K request. Rachel Alonso, Transportation Finance Analyst at SFPW, responded that SFPW would replace five street sweepers with Prop K funds and twenty additional sweepers with other funds in efforts to meet the Bay Area Air Quality Management District’s deadline and minimize a disruption in SFPW’s operation.

Commissioner Avalos asked if the Prop K amount for tree planting and maintenance, as well as public sidewalk repair, was set for SFPW on an annual basis. Ms. LaForte responded that for those two categories, SFPW received an annual allocation for 1/30th of its share of the total 30-year life of the Prop K Expenditure Plan, which translated to approximately \$1 million for trees and between \$500,000 and \$600,000 for sidewalk repair annually. She confirmed that SFPW had requested the full amount for allocation.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

7. **Recommend Approval of the Fiscal Year 2016/17 Transportation Fund for Clean Air Program of Projects – ACTION**

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

Commissioner Avalos asked about the locations of bike racks. Mr. Pickford responded that they were located citywide and often requested by small business owners to be placed in front of their businesses.

During public comment, Nick Josefowitz, BART Board Director, expressed his support for the Gator Pass Implementation project. Mr. Josefowitz stated that 73% of San Francisco State University (SFSU) students had voted in favor of the Gator Pass that would incentivize more sustainable transportation options, and that the pass would serve as a model for other schools. Mr. Josefowitz added that the Gator Pass would help catalyze support for Assembly Bill 2222, which would subsidize student transit passes using funds from the Greenhouse Gas Reduction Fund (cap-and-trade revenues).

Commissioner Avalos asked how the 25% discount level was determined. Mr. Josefowitz explained that both the San Francisco Municipal Transportation Agency and BART tried to maximize the discount with available funds and reached the same discount level. Mr. Josefowitz expressed his wish for the discount level to increase in the future and for BART to consider restructuring its entire pass system on the basis of need. Commissioner Avalos asked if other schools were considering a similar project. Mr. Josefowitz responded that BART had received inquiries from many interested schools, including the University of California at Berkeley, which had a transit discount but not with BART; San Jose State University, which was anticipating the BART extension; and community colleges in Fremont. He added that BART was focusing on launching this first project successfully before expanding it to others. Commissioner Avalos asked if reduction in vehicle miles traveled (VMT) would be measured. Mr. Josefowitz responded that transit subsidy was one of the recommendations to reduce VMT from SFSU's most recent study that measured VMT and other travel activities. He added that this project was spurred not only by the study's recommendation but also by students' active participation. He stated that SFSU would conduct a follow up study to measure VMT changes and that BART would track usage of the pass.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

8. Recommend Authorizing 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, Project Management Oversight Consultant, presented the item with Casey Fromson, Government Affairs Officer at Caltrain.

Commissioner Avalos asked how much funding would come from cap-and-trade programs. Mr. Zurinaga replied that the amount was \$113 million. Commissioner Avalos asked how much would come from the California High-Speed Rail Authority (CHSRA). Mr. Zurinaga replied that the \$113 million was CHSRA funding that originated through the cap-and-trade program. Commissioner Avalos asked whether San Francisco would be expected to pay more if that funding did not come through. Mr. Zurinaga said there would be discussions to figure out how to make up for any funding that did not come through, but that there could be a request for San Francisco to contribute more. Anna LaForte, Deputy Director for Policy and Programming, added that the funding agreement also includes about \$706 million in Prop 1A high-speed rail funds.

Commissioner Avalos asked why the new trains would have two sets of doors. Ms. Fromson replied that initially only the lower doors would be used and the trains would function similarly to current Caltrain trains, but that the second set of higher doors would allow compatibility with potential future high-speed rail platforms. Commissioner Avalos asked if there was a push to have uniform stations. Ms. Fromson said that Caltrain had 27 stations, so they were not ready to commit to modifying all of them when only a few would be used by high-speed rail. Commissioner Avalos said if the stations had to be modified to make them uniform in years to come, the city should consider modifying them now. Mr. Zurinaga clarified that only the Diridon, Millbrae and Transbay Transit Center stations would be used by high-speed rail, but that the proposed multi-height door trains would allow Caltrain to operate at all stations without additional modification to the platforms.

During public comment, Adina Levin with Friends of Caltrain said her organization supported stable funding for Caltrain and was excited to see the modernization of Caltrain that would result in added capacity and environmental benefits, and that she urged approval of the item.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

9. Development of a Potential Local Transportation Revenue Measure and Expenditure Plan – INFORMATION

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

Commissioner Avalos said he had been working with a group of transportation justice advocates from community organizations and that he thought they were not currently content with the way the six ‘buckets’ were defined or with the allocation of funds to each investment category. He said that he understood there may be some additional revenues available from a revised revenue projection which might be something that could be used to help address the advocates concerns. He continued by observing that if the community groups were opposed, it could impact the success of the revenue measure, so it was important to consider how their interests could be accommodated. Ms. Lombardo acknowledged that for any revenue measure to be successful, there could not be significant opposition.

Commissioner Avalos said that there was potential to alter the categories and that there was still a gap to be closed before some transit justice advocates would likely be willing to support the proposal. He said that the regional transportation category should be looked at to make sure that other counties were contributing equally and, if not, to potentially reduce that category. He said that he thought the Transit Service and Affordability and the Complete Streets categories were potentially underfunded. Ms. Lombardo said that there was language included that if other counties did not contribute equally to the BART vehicles, funds could be redirected within that category, but the language could be changed to allow for redirection to other categories.

During public comment, Jacqueline Sachs said that the CAC had held a special meeting to discuss the revenue measure proposals. She said that she had worked on transportation funding issues since the development of Prop B in 1989 and wanted to have Muni transit service returned to 2009 levels. She said that the SFMTA should stop spending money on green and red paint for roadways but instead restore bus service, and that Fisherman’s Wharf did not have appropriate service for people working at night.

Eileen Boken questioned the 25-year time frame and said a shorter period should be considered. She said that set asides could negatively impact the city's budget and that sales taxes were regressive, in that they affected lower income people the most. She said that an additional half-cent sales tax seemed aggressive, given the existing Prop K sales tax.

Adina Levin with Friends of Caltrain, said that she wanted to call attention to the next phase of Caltrain electrification. She said that lengthening platforms to allow eight car trains would increase capacity and that raising platform heights would allow level boarding which would speed up the boarding process. She added that Santa Clara County had included this project in their sales tax measure.

Chris Parkes said that he thought this expenditure plan was being rushed and that it needed careful consideration. He said that as an example of project cost increase, the Van Ness Avenue Bus Rapid Transit project increased in cost from \$65 million to over \$300 million. He showed a photo of trees that he said would be lost when the project was constructed.

10. Transportation Demand Management Ordinance – INFORMATION

Michael Schwartz, Principal Transportation Planner, presented the item with Carli Paine, Land Use Development and Transportation Integration Manager at the San Francisco Municipal Transportation Agency, and Corey Teague, Assistant Zoning Administrator at the Planning Department.

Commissioner Avalos asked who would be responsible for the enforcement of the ordinance. Ms. Paine replied that the Planning Department would be responsible.

Chair Tang thanked staff for their extensive work on the project and for keeping her informed on its progress.

There was no public comment.

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Andrew Yip spoke regarding self-actualization.

13. Adjournment

The meeting was adjourned at 12:00 p.m.