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CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND PARKING AUTHORITY COMMISSION
TUESDAY, NOVEMBER 3, 2015

IN RE: GOLDEN STATE WARRIORS EVENT CENTER
AND MIXED-USE DEVELOPMENT

Transcribed by:
Christine M. Aiello

Job No. J0253741

1 "MUNICIPAL TRANSPORTATION AGENCY"

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3 SECRETARY BOOMER: Item five, communications.
4 Directors, please be advised that there will be no
5 discussion of anticipated litigation in closed session
6 today. Item six, introduction of new and unfinished
7 business by board members.

8 CHAIRMAN NOLAN: Board? Director Heinicke.

9 DIRECTOR HEINICKE: Thank you very much, Chair
10 Nolan. I -- I, like other members of this board, I'm
11 sure was saddened to see about a pedestrian incident
12 involving a child in a stroller at Euclid. I know we
13 all read about it in our briefings. And I know this is
14 new business, so we can't get too far into it, but
15 think it would be appropriate to ask, in light of this
16 one, that we, as a group pass along our -- our wishes
17 to this young citizen as she heals; and also either
18 generally look at the protocol to what Muni does in
19 response to one of these incidents and then maybe more
20 specifically if it's appropriate under these
21 circumstances to get an update on what's going to be

22 done at that particular intersection.

23 CHAIRMAN NOLAN: Okay, thank you.

24 DIRECTOR HEINICKE: Thank you.

25 CHAIRMAN NOLAN: Members of the board.

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1 DIRECTOR HEINICKE: Thank you.

2 CHAIRMAN NOLAN: Thank you.

3 Ms. Boomer.

4 SECRETARY BOOMER: No more new or unfinished
5 business, moving onto the director's report.

6 CHAIRMAN NOLAN: Good afternoon, Director
7 Reiskin.

8 DIRECTOR REISKIN: Good afternoon, Mr. Chair
9 and members of the board and members of staff and the
10 public. I want to start out with a couple of special
11 recognitions. And first I want to ask our government
12 affairs director Kate Breen to come forward.

13 CHAIRMAN NOLAN: Good afternoon, Ms. Breen.

14 MS. BREEN: Oh, good afternoon. It's nice to
15 be here. Good afternoon, Chairman Nolan, members of
16 the board, Director Reiskin. Today we're recognizing a
17 cross-divisional team for their particular efforts to

18 bring transparency to the work of the SFMTA for our
19 local elected officials and timely on this day,
20 election day, this innovative initiative led by team
21 members from the Finance and Information Technology
22 team division along with team members from government
23 affairs has allowed the SFMTA to better inform local
24 elected officials about the agency's work underway in
25 their districts as well as capital projects that they

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1 can anticipate in the near future.

2 Produced for each of the San Francisco
3 Supervisorial Districts, the transportation investment
4 reports provide a thoughtful, well organized visual
5 tool depicting a specific interest area of our capital
6 improvement program. The layout, which is a first of
7 its kind for this agency, is an easily digestible,
8 providing an at-a-glance ease of complex information.
9 And I know that all of you are aware of the deep dive
10 that the capital improvement takes, in a five-year
11 look; this is trying to roll that up at a district
12 level so that really our local elected officials can
13 see very clearly what the MTA is -- is working on in

14 their district.

15 This teams comprised -- comprised of Craig
16 Rafael and Sophia Ford from FIT and Janet Martinson and
17 Katie Angotti from Government Affairs developed a
18 collaborative working process to gather information,
19 ensure its accuracy, and craft it into a format that
20 can now be replicated for ongoing updates. With
21 Craig's initial vision and framework based on his deep
22 knowledge of the SFMTA capital program and Sophia's
23 ability to execute and refine this initial compilation
24 of data from a wide range of sources, this project was
25 then handed over to the Government Affairs team of

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1 Janet Martinson and Katie Angotti who evolved it into a
2 visually effective and dynamic document.

3 By all accounts this report has been
4 exceptionally well received by members of the Board of
5 Supervisors. So today we recognize this team for their
6 innovation and commitment to producing this new
7 resource that helps communicate -- communicate about
8 the projects, initiatives, and policies of the SFMTA to
9 one of our most important audiences. And this work

10 will continue to help influence the way we shape our
11 communication with stakeholders, especially with regard
12 to capital projects.

13 I'd like to ask the team to come up now to be
14 recognized. Janet Martinson, Sophia Ford, Katie
15 Angotti, and Craig Rafael. And I haven't done this
16 before, so I think, let me ask Janet to make a few
17 remarks, and then we'll present them with their
18 plaques.

19 CHAIRMAN NOLAN: Good afternoon,
20 Ms. Martinson.

21 MS. MARTINSON: Good afternoon, Chair Nolan,
22 directors. Kate stole all my talking points, but I did
23 want to just call out a few additional people who were
24 involved with this from the beginning it was really the
25 brain child of Alicia John-Baptiste, our former chief

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1 of staff, and the various folks here, as well as Lucy
2 Liu, who was a City Hall fellow with us who started
3 about two years ago with this whole process, and also
4 an MTA intern named Lewis Alcorn who really did all the
5 initial GIS work and mapping that led to these -- these

6 great reports.

7 But really production of the reports has just
8 been an involved ongoing participation from many, many
9 people throughout the whole agency. It's really been a
10 team effort. I just wanted to thank you again. From
11 myself and on behalf of the team, thank you.

12 CHAIRMAN NOLAN: Well, on behalf of the Board,
13 we want to congratulate you and thank you for your
14 outstanding and very important work. So --

15 And, Ms. Breen, you did a fine job.

16 DIRECTOR HEINICKE: Talking points.

17 MS. BREEN: Thank you very much. Thank you.

18 CHAIRMAN NOLAN: Thank you.

19 MALE SPEAKER: Thank you.

20 DIRECTOR REISKIN: Next I want to ask our
21 chief financial officer Sonali Bose to recognize
22 another one of the FIT team.

23 CHAIRMAN NOLAN: Good afternoon, Ms. Bose.

24 MS. BOSE: Good afternoon, directors. It's my
25 29th birthday today, so -- just kidding -- for the 30th

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1 time. So let me congratulate the team that was just

2 before you, because they were members of the FIT team
3 that were part of that recognition, but today I want to
4 recognize Elizah.

5 Come on up, Elizah.

6 She's part of also our Finance Information
7 Technology team. And she's --

8 Don't stand in the background.

9 She joined the Capital Projects and Grants
10 Accounting team about five years ago as an
11 administrative analyst. She didn't have any prior
12 knowledge of transit nor governmental accounting, but
13 she took the time to pick it up extremely quickly and
14 rose to the challenges presented. When we first issued
15 our revenue bond in 2012, she was assigned to monitor
16 and compile the financial activity information that is
17 the foundation of the reports that we submit to you and
18 the bond oversight committee; so she's taken that on
19 single handedly without having any prior knowledge of
20 the -- of the bonds and -- and transportation.

21 She's worked hard to support this important,
22 very extremely financial important reporting. As we
23 mentioned before, to be transparent and to make sure
24 we're reporting out what we're spending on bonds for
25 the public and the policymakers. She's got an

1 extremely good nature, is very, very patient in
2 reconfiguring, the multiple times we've had to
3 reconfigure the data. And she -- she's -- she's very
4 persistent and works very well with other departments.

5 She's got a great attitude and resolves
6 before they -- they become big. She, they -- we've had
7 extraordinary reviews of our bond program without any
8 material findings, and Elizah has been the, deserves
9 much of the credit for that. She cares a great deal
10 about the quality of the work and sets a high standard
11 for others to follow. So we're very proud of Elizah
12 and the work she's been doing.

13 And thank you for everything you've done for
14 the MTA. And keep it up.

15 CHAIRMAN NOLAN: Thank you. On -- on behalf
16 of the Board and the entire agency, Ms. Lucero, thank
17 you, and congratulations for your outstanding very
18 vital work.

19 MS. LUCERO: Thank you so much.

20 CHAIRMAN NOLAN: That's your speech? That's
21 it? You don't have to.

22 MS. BOSE: She's offered to give all of you a
23 primer in bond accounting if you would like.

24 MALE SPEAKER: All right.

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CHAIRMAN NOLAN: Thank you again.

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MS. LUCERO: Thank you so much.

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CHAIRMAN NOLAN: Congratulations.

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MS. LUCERO: Thank you.

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CHAIRMAN NOLAN: Director Reiskin.

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DIRECTOR REISKIN: Thank you, Mr. Chair. Just

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a few other items. I've mentioned this one a few times

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before, but we're -- we're kind of now on the precipice

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of the launch of the Muni mobile app. We expect it to

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launch a week from Monday, November 16th. And just to

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remind you, it's -- it's a smart phone app, through

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which people will be able to purchase Muni fares to

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ride anywhere across the system, bus, rail, cable car,

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and Paratransit.

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People will be able to store fares on their

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smart phone purchased by Visa, MasterCard, or PayPal.

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So of course we'll no longer need change or cards or

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any other means of paying other than having the app on

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their phone. So the -- the -- we're doing a beta test

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of the app now, and -- and we'll be doing the public

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launch, as I said, a week from Monday, November 16th.

21 Excitingly, earlier next year we'll be adding
22 Spanish and Chinese to the app as well as Travis Fox's
23 favorite rate-my-ride feature. Travis is our chief
24 performance officer who has been really the one
25 spearheading bringing this -- bringing this pilot

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1 forward, so we're pretty excited about that, as well as
2 the rate-my-ride feature. So we will keep you posted
3 on usage and -- and other experience. It -- it is
4 technology that has been in use in smaller systems
5 around the country.

6 I think Chicago is about to launch theirs as
7 well. So we're a little bit at the -- the front end,
8 but not at the very front end of this wave. And it
9 should be exciting, particularly for less regular Muni
10 riders -- riders and people out of town that wouldn't
11 already have a Clipper Card. So excited to see that
12 coming.

13 Something that we're not really excited to
14 see coming is El Nino, but nevertheless, we are doing
15 work to prepare for its arrival, particularly John
16 Haley and his team in the transit division, have

17 undertaken a fairly comprehensive planning process
18 looking at everything from facilities to vehicles to
19 infrastructure, particularly the subway, as well as
20 employee issues and safety issues, coordinating across
21 the agency, and importantly coordinating with some of
22 the other key city agencies, such as Public Works and
23 the Public Utilities Commission, which manages our
24 storm sewer system.

25 They are -- we are -- we've entered into some

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1 agreements with them in terms of preparation, such as
2 having sandbags in place, identifying areas of known
3 flooding so that we can try to get ahead of the storms
4 as much as possible. John presented the, our plan to
5 the mayor last week. We'll be submitting a draft of it
6 the so California Public Utility Commission this week,
7 on -- on their request, and we'll continue to work with
8 the city family, the -- the coordination for which is
9 being led by the city's Department of Emergency
10 Management.

11 So while we hope it -- it doesn't come, at
12 least as intensely as some of the more extreme

13 forecasts are, we certainly welcome the rain and want
14 to make sure we're prepared for it.

15 Next thing I just wanted to -- to update you
16 on one facility issue. You -- you may recall, from
17 your deep reading of the real estate vision study we
18 did a few years ago, that we have one old unreinforced
19 masonry building. It's a beautiful brick building on
20 Bryant Street at 13th and Bryant. It's currently where
21 our overheads lines division runs, operates from. It
22 was constructed in 1893. And as an unreinforced
23 masonry building, it is not a seismically safe
24 facility.

25 The real estate vision report recommended

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1 that we move out, that we vacate that facility, which
2 remains our plan. We are currently in the process of
3 seeking a new home for the overhead lines division. In
4 the meantime the city is exploring purchasing that
5 facility from us and renovating it to be a new home for
6 Animal Care and Control, which is just actually a few
7 blocks down, but is in need of a new facility.

8 So one thing, because of the -- their more

9 ready timeline to potentially move in than ours to move
10 out, we are working with the city Administrator's
11 Office to explore whether there's possible interim
12 space that we might relocate to, to get us out of the
13 old building, let them come in and renovate it in and
14 move in while we try to continue to -- to find a
15 permanent site. That may or may not happen, but just
16 since that -- that will be going, I think, to Capital
17 Planning Committee soon, the plans for Animal Care and
18 Control, I wanted to make you aware that that -- that
19 may be happening.

20 And then finally just a reminder, I mentioned
21 last time that our second round of central subway track
22 construction work at Fourth and King is coming this
23 month. Last time we did it over Labor Day weekend.
24 This time it will be a longer closure, from November
25 6th, through the 14th. It will start late on a Friday

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1 night, run through that first weekend and go until the
2 following Saturday.

3 So like we did last time, we're doing some
4 pretty extensive planning and outreach with the

5 neighborhood, with Caltrans, with the other city
6 agencies to make sure that we can minimize disruption
7 to the greatest extent possible. Like last time,
8 although a little bit different, there will be a fairly
9 significant changes to Muni service, this time really
10 the entire intersection will be shut down, so there
11 won't be trains running through that intersection.

12 So we have a fairly elaborate service plan to
13 work around that. We'll have lots of folks out on the
14 streets, both enforcement folks to direct traffic, but
15 also ambassadors to direct people. We've been putting
16 out a lot of information through our mailing lists,
17 through various other mechanisms, and -- and we'll
18 continue to do so, including through the -- through the
19 media.

20 So I just wanted to remind you and the public
21 that that's coming. So from the 6th to the 14th, it's
22 an area that you want to avoid if you can or at least
23 plan some extra time if you find yourself needing to go
24 to or through there. And -- and we're -- we're paying
25 special attention to folks who live in that area who

1 will be most impacted, so as to minimize the impact to
2 the greatest extent possible. And that concludes my --

3 CHAIRMAN NOLAN: Thank you, Director Reiskin.

4 DIRECTOR REISKIN: -- report.

5 CHAIRMAN NOLAN: Members of the board,
6 questions or comments for the director?

7 Is there anyone in the public, Ms. Boomer,
8 nothing there?

9 SECRETARY BOOMER: Not on the director's
10 report. Nobody --

11 CHAIRMAN NOLAN: Okay.

12 SECRETARY BOOMER: -- has submitted a speaker
13 card to address you under that section then.

14 CHAIRMAN NOLAN: Next item then.

15 SECRETARY BOOMER: Item eight, citizen's
16 advisory counsel report.

17 CHAIRMAN NOLAN: I saw Mr. Weaver here a
18 moment ago.

19 Good afternoon, Mr. Weaver.

20 MR. WEAVER: Good afternoon. Good afternoon,
21 board members. The MTACAC was fortunate last month
22 in -- in being able to figure out when we could meet to
23 weigh in on the Mission Bay projects. We managed to do
24 that at a special meeting on October 28th. Out of that
25 we harvested three motions that I'm here to present to

1 you on the subject. The MTACAC recommends the plan for
2 the event center and mixed-use development at Mission
3 Bay presented to us at our October 28th meeting.

4 I might add as a comment that the -- that the
5 staff worked on this and the presenters, led by Peter
6 Albert, were excellent. I've never seen it better.
7 Second motion, the CAC recommends that in order for the
8 transportation plan for the event center and the
9 mixed-use development at Mission Bay to work,
10 additional PCOs need to be hired so the rest of the
11 city is not negatively impacted when there are events
12 at the arena.

13 Third motion on that subject, the CAC
14 recommends that the variant for a lengthened
15 center-boarding platform in the event center and
16 mixed-use development at Mission Bay EIR be adopted by
17 the agency. Finally on a smaller issue, which is
18 pedestrian safety on the M Street car line, the CAC
19 recommends that Muni Forward prioritize evaluation of
20 the intersection of San Jose Avenue and Lakeview Street
21 for the M Line to enhance pedestrian safety and transit
22 efficiency.

23 That's the end of my report. If you have any

24 questions, I'm happy to respond.

25 CHAIRMAN NOLAN: Thank you, Chairman Weaver.

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1 Members of the board, questions or comments?

2 As always, thank you for your thoughtful
3 deliberation --

4 MR. WEAVER: Yeah.

5 CHAIRMAN NOLAN: -- and the guidance in terms
6 of this afternoon's issue. Thank you.

7 Okay, Ms. Boomer.

8 SECRETARY BOOMER: Mr. Chairman, item nine,
9 general public comment.

10 CHAIRMAN NOLAN: How many members -- I want to
11 ask, how many members of the public want to speak to us
12 under general public comment, which is not about things
13 on today's agenda? How many do we got? Three, four?

14 I guess we can go ahead with that,
15 Ms. Boomer.

16 SECRETARY BOOMER: All right.

17 CHAIRMAN NOLAN: If anybody else cares to
18 address the Board under this section, please fill out a
19 card up here, okay?

20 SECRETARY BOOMER: All right. Richard Rothman
21 followed by Marianne Calletos (phonetic) and then Pete
22 Guafetti (phonetic). Those are the first three people.

23 CHAIRMAN NOLAN: Good afternoon, sir.

24 MR. ROTHMAN: Good afternoon, commissioners.
25 My name is Richard Rothman. And I live in the outer

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1 Richmond District. And I think many residents of the
2 Richmond District and people who deal with MTA think
3 the Sustainable Street Division needs to be
4 reorganized. Right now it operates and functions and
5 one never knows who to call or email. They don't give
6 out phone numbers, so email. And I realize downtown,
7 you know, the central city needs more staff and more
8 resources, I'm not saying that they should take away
9 resources, what I'm saying is there should be a
10 dedicated team to deal with different parts of the
11 city.

12 The Planning Department is divided into four
13 sections. They divide the city into four sections. I
14 sort of like the idea of having teams in the
15 Supervisorial Districts, maybe starting one with

16 District 1, 4, and 7, but having a dedicated team so we
17 can know who to talk to in -- in our issues. And some
18 of the issues are on Balboa Street. DPW made some
19 changes, but there's still safety issues. I've been
20 waiting over a year to have somebody come out and talk
21 about Balboa Street, but so far no luck.

22 Form Street, DPW is -- is going to pave,
23 repave. What are the new street crosswalks and signs,
24 how are they going to slow the traffic down? And a big
25 concern is the Outside Lands Concert. There's no place

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1 to park. And MTA needs to do something to keep cars
2 out of the Richmond and Sunset District when these
3 events have. And some of the neighbors have some good
4 plans, but who do we talk to at MTA? I have no idea.

5 And so, and don't say 311, because MTA staff,
6 I've never gotten a coherent response --

7 CHAIRMAN NOLAN: Thank you.

8 MR. ROTHMAN: -- from 311.

9 CHAIRMAN NOLAN: Thank you.

10 MR. ROTHMAN: Thank you very much.

11 CHAIRMAN NOLAN: Yes, sir.

12 Next speaker, please.

13 SECRETARY BOOMER: Marianne Calletos, Pete
14 Guafetti, followed by Diana Scott.

15 MS. CALLETOS: Thank you. Good afternoon.

16 CHAIRMAN NOLAN: Good afternoon. All right.

17 MS. CALLETOS: I'm here to speak about the Van
18 Ness BRT. I believe you all got my email and petition.
19 Is that correct?

20 CHAIRMAN NOLAN: We did.

21 MS. CALLETOS: All right, but I still need to
22 go over -- go over some of those points. We, first of
23 all, don't understand why most of the city does not
24 know about the BRT. The public outreach was totally
25 ineffective. I mean, 11 years ago you put on the

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1 ballot, let's increase the sales tax and we'll improve
2 public transportation, but no one told anybody since
3 then what they were actually going to do. And taking
4 two lanes away from traffic on Van Ness to put the BRT
5 in the middle is going to make the traffic increase
6 tenfold and particularly the fact that you are not
7 going to allow left-hand turns except at Broadway and

8 Lombard, so that will even make the parallel streets
9 full of traffic.

10 The problem also being that you're going to
11 take down all our mature big trees that could absorb
12 the excess carbon dioxide that will be created by this
13 horrible amount of increased traffic. And the area
14 will become totally polluted. It's hard enough now. I
15 live facing Van Ness, and I have to clean the soot off
16 my windowsills constantly. I have asthma, and I'm
17 really concerned about what will happen when all the
18 trees are gone and the traffic increases tenfold.

19 The other issue is, what you're planning to
20 replace them with. Well, let's, let me back up. We're
21 really here to have you reconsider and relook at
22 alternative number two at curbside, because the only
23 main difference that I've been told, forget about the
24 percentages, is that it will save transit time by
25 approximately 2.5 minutes. Is that really worth all

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1 the trouble and all the construction that will last a
2 couple of years and the unsafe conditions that will be
3 part of what's going to happen for the seniors, the

4 disabled, children, mothers with strollers and little
5 children to cross a busy street to the middle of Van
6 Ness to get on a bus?

7 CHAIRMAN NOLAN: Thank you.

8 MS. CALLETOS: I can't talk anymore?

9 CHAIRMAN NOLAN: Next speaker, please.

10 SECRETARY BOOMER: Peter Guafetti followed by
11 Diana Scott and then Herbert Weiner. He is the last
12 person who has turned in a speaker card under this
13 section.

14 CHAIRMAN NOLAN: Good afternoon, sir.

15 MR. GUAFETTI: Good afternoon. Thank you for
16 hearing me. My name is Pete Guafetti. I live on Van
17 Ness. I've lived there since 2001. And my concern is
18 with the Van Ness BRT. I saw the that the EIR had
19 options to, one to, one was to do nothing, two, which
20 is the street side and then three and four, which have
21 been adopted as a hybrid based on staff recommendation,
22 which I believe was from this committee. My concern
23 has been the information on how that staff
24 recommendation was made and the differences between
25 those, that became evident to my attention when all the

1 trees were tagged for removal and I don't have a clear
2 picture of what would be the difference, obviously some
3 of the median trees would be able to stay in a
4 situation where the BRT was put at the curbside.

5 And so I'm looking for more information on
6 that and to see if we can reevaluate option two, in
7 light of the DPW and the Friends of the Urban Forest
8 did an assessment of the trees, and many of the median
9 trees, which are the largest of the mature full
10 canopied trees, ranked four and five, so they are very
11 healthy trees. Some of the street trees that are
12 tagged for removal, I realize were, were ranged at one,
13 two, and three, so I understand removing sick trees,
14 but very large healthy trees that are unlike any other
15 trees on the corridor that are in the middle, it seems
16 a shame to lose them if there is an option to go
17 somewhere else.

18 Also I wanted to bring up the idea of safety.
19 I think Marianne said it. And I think getting people
20 into the median is going to be more difficult than
21 staying on the curbside. And as far as safety for
22 seniors and disabled people, I don't know if that's, I
23 don't have a good feeling how that was weighed in the
24 decision to go towards one option versus the other. So
25 I'm looking for more clarity on that. I think

1 San Francisco needs a BRT. It's just a question of
2 where to put it. Thank you.

3 CHAIRMAN NOLAN: Thank you, sir.

4 Next speaker, please.

5 SECRETARY BOOMER: Diana Scott followed by
6 Herbert Weiner. And again, those are the last two
7 people who have turned in a speaker card.

8 CHAIRMAN NOLAN: Good afternoon, Ms. Scott.

9 MS. SCOTT: Good afternoon, and thank you for
10 taking comment on this. I came to the discussion of
11 BRT late, as have many who discovered there were many
12 more trees coming down than anticipated. I think even
13 in the EIR there were a hundred more trees than were
14 included in the EIR. Also the discussion of the cost
15 of this project originally was 90 to 130 million. I
16 understand now with this option it's 260 million. I
17 think option two, which other people have mentioned
18 would save money and wouldn't sacrifice real carbon
19 sinks and beauty and breeze and shade.

20 So I'm really hoping, even though it's
21 inconvenient and you don't normally go back and look at
22 projects like this that have come a long way, that you

23 really examine this. The real problem is the over
24 intensive use of Van Ness, not just by cars, but really
25 by Google busses. There's a time lapse video that

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1 shows more Google busses on Van Ness even than regular
2 transit busses. The city has not acted to curb that,
3 and sacrificing trees seems like a big price for not
4 doing something about that.

5 Also I'm kind of outraged that the piece of
6 public art that will go up on a median, the artist
7 statement talks about it's -- it's out of metal, an
8 urban coastal Redwood, made of steel, light, and
9 weather, young, not old. It comes out of the concrete,
10 not the soil. It does not grow. Its purpose is to
11 orient and remind. It is an urban machine.

12 I thought we got past the city as machine
13 stage, if not in the 1930s, then the 1990s when we
14 decided that greening cities was a good idea. And I
15 would like to suggest that both are possible with
16 option two. Last, what most inconveniences me
17 personally is when I come out of the subway on Van Ness
18 on a Muni and try to catch a bus, this will be

19 difficult and I won't be able to walk and look for a
20 bus either.

21 CHAIRMAN NOLAN: Thank you.

22 MS. SCOTT: Thank you.

23 CHAIRMAN NOLAN: Next speaker, please.

24 SECRETARY BOOMER: Herbert Weiner.

25 CHAIRMAN NOLAN: Good afternoon, Mr. Weiner.

23

1 MR. WEINER: Herbert Weiner. First of all, I
2 would like to commend the MTA Board and Administration
3 for not discontinuing the 33 bus run to San Francisco
4 General. This is very crucial in the lives of many
5 people who need that bus run desperately to get to the
6 hospital. There may have even been a potential death
7 waiting for the bus. It was realistic to maintain that
8 run and it should be preserved and I want to commend
9 the parties that pushed for this.

10 Now this, there's another consideration I
11 have, the 47 bus line will no longer run to the Hall of
12 Justice. Can you imagine the inconvenience and
13 possible accidents that could be caused to aging and
14 disabled trying to get to jury duty on time? It could

15 actually slow down the judicial process. It's very
16 important to preserve that 47 bus line.

17 Now there's a general reflection on this
18 whole business of Muni Forward. It's a drastic analogy
19 I'm going to use, but it's like bombing people
20 50,000 feet in the air. It's rational, it's
21 statistically correct, it's planned in a well planned
22 way; but you don't see the damage below. A lot of
23 those proposals will reek havoc on the seniors and the
24 disabled, and you have to take that into consideration.
25 This is the most vulnerable population in the city, so

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1 you simply cannot do this by statistics only and favor
2 one group over another.

3 This is a public service. It should be for
4 all. This is not a private enterprise that's governed
5 by supply and demand. So far Ayn Rand has taken over
6 MTA, and it doesn't look very pretty. So I will
7 probably reflect more on this when we discuss
8 Paratransit. Thank you.

9 CHAIRMAN NOLAN: Thank you.

10 Okay, okay. Ms. Boomer, we're going to call

11 item 11 next because we have a number of people here
12 who are -- are very interested in this topic.

13 (Inaudible).

14 SECRETARY BOOMER: Actually, Mr. Chairman, no
15 member of the public wanted to discuss anything on the
16 consent calendar, so that would be a quick vote if you
17 wish to --

18 CHAIRMAN NOLAN: Okay. And now item 11.

19 SECRETARY BOOMER: All right. As you wish.
20 Item 11 presentation discussion and possible action
21 regarding San Francisco Paratransit Services.

22 CHAIRMAN NOLAN: Good afternoon, Ms. Williams.

23 MS. WILLIAMS: Thank you. Thank you for
24 inviting me, especially Director Nolan. What I'm going
25 to do for you today is give you an overview of the

25

1 Paratransit program. It's a very important component
2 of SFMTA services, and is -- is something that I know
3 the Board is very interested in. And -- and President
4 Nolan thought it would be helpful to have a -- an
5 overview of the program. It's hard to put it all down
6 into a few words, and so I'm doing the best I can to

7 hit the highlights, but feel free to ask questions.

8 And -- and we can always come back with more

9 information.

10 My name is Annette Williams, and I'm the
11 manager of Accessible Services at MTA. Can we put it
12 up on the screen? Thank you. There it goes. So first
13 just to give you a little bit of understanding of what
14 Paratransit is in terms of what our legal requirements
15 are, it's a door-to-door van service that's required by
16 the Americans for Disabilities Act for all public
17 transit agencies that provide public transportation.

18 And there are some minimum requirements to
19 meet the ADA. One is eligibility, that anyone who's
20 unable because of their disability to use the regular
21 fixed route system for any trip is then eligible for
22 Paratransit for that trip. The service area needs to
23 be covered within three quarters of a mile of all fixed
24 route transit routes. And the service hours need to
25 mirror the service hours of the fixed route system.

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1 So in our case three quarters of a mile
2 really covers the entire of San Francisco as well as

3 northern San Mateo County, Treasure Island, and even
4 Marin Headlands on the weekends when -- when the 76
5 line goes there. We also do 24-hour a day Paratransit
6 service just as we do for Muni. And reservations for
7 Paratransit need to be at one to seven days in advance
8 of the service. That's the minimum that the ADA
9 requires.

10 And when a reservation is made, it can be
11 the -- the -- the promise time can be within an hour
12 before or after the time that the person was -- was
13 asking for, under the ADA. And the -- and the fare can
14 be twice the fixed route fare. So for our service it
15 could be \$4.50. The Board has elected to -- to -- to
16 charge the regular fixed route fare of \$2.25 for our
17 services.

18 So even before the ADA, we were doing
19 Paratransit here in San Francisco. Since the late 70s,
20 we started with a van program and then expanded. And
21 the next slide just gives you a little bit of the
22 history of Paratransit. We -- we're very proud of the
23 fact that we've been doing it for a long time, and that
24 we -- we take it as something that's very important for
25 the needs, to meet the needs of people with

1 disabilities, not just to meet our legal requirements.

2 So it started in the late 70s with a van
3 program. We added taxis in the early 80s I think
4 (inaudible). And in '83, we started with the
5 management of -- of hiring a Paratransit broker to
6 manage the service and then contract with the
7 transportation providers. So we started, I guess,
8 that's already 13 years before the ADA. The ADA then
9 passed and was signed into law in 1990. We introduced
10 accessible taxis.

11 I think we were one of the first cities in
12 the country to have accessible taxies in '94. And then
13 we extended to the (inaudible) which is the
14 individualized van program to all people both
15 ambulatory and wheelchair users. Prior to that the van
16 program served wheelchair users, and the taxi program
17 served ambulatory disabled customers. And then started
18 in 2000 we've contacted with Veolia or Transdev is
19 there name now, who has been the management company.

20 And then in the more recent past we've
21 implemented a Shop-a-Round and the debit card in the
22 taxi program and Van Gogh, which we'll talk about a
23 little bit later in the presentation. So the next
24 slide just shows you kind of an overview in terms of
25 our funding sources and the people that we serve. We

1 serve approximately 13,700 people, and we did 780,000
2 trips last year for a budget of 22.6 million. And our
3 main funding sources are the Transportation Authority,
4 Muni's General Fund. We get some funds from Bart, some
5 funds from the state, and some funds from the Federal
6 Government, as well as doing some work for the
7 department of aging and adult services through a work
8 order, some Group Van trips.

9 And we, our average trip across all those
10 modes is \$29 a trip. The next slide shows you just
11 kind of an overview of the different components of the
12 program. My -- my responsibilities and accessible
13 services are both fixed route accessibility and
14 Paratransit. And I report to the Division of Taxi and
15 Accessible Services. And then below we have the -- the
16 broker, which is the day-to-day management, the taxi
17 companies, SF Access provider, and the Group Van
18 providers.

19 I think something that's very important about
20 our program is the community involvement. We've had a
21 Paratransit Coordinating Council since the late 70s.

22 And we really attribute most of our success or a lot of
23 our success to ongoing interaction with the people who
24 are being served by this program and that that's an
25 extremely importantly component to this program. And

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1 the PCC has many active members that give an amazing
2 amount of hours of volunteer time to give us feedback.

3 And many of them are users of the services,
4 our agencies that receive the service, our government
5 agencies that are involved like the Department of Aging
6 and Adult Services, and the service providers that
7 actually provide the service. So we all meet on a
8 regular basis, and we're able to hash out issues
9 together. And I think that's a really important part
10 of our success. And it's also, you know, where we
11 hear, where are their problems. So we have, you know,
12 an immediate feedback in terms of if there's issues.
13 There's people who are very, in -- in regular contact
14 with us.

15 And I'll talk a little later, we also do a
16 satisfaction survey for, to get to those people who may
17 not be in regular contact. So next I'll let Marc Soto,

18 who is the general manager of the Paratransit broker,
19 just talk a little bit about the role of the
20 Paratransit broker.

21 CHAIRMAN NOLAN: Good afternoon, Mr. Soto.

22 MR. SOTO: Good afternoon, Mr. Chair and
23 members of the board, Mr. Reiskin. The slide will show
24 you the key components of the requirements of our
25 contract in terms of the role that we perform as a

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1 broker, but I feel like we do so much more. We -- we
2 are engaged, we really work side by side with Annette
3 and her office on things like the mobility app that you
4 talked about a little bit earlier, things like planning
5 for El Nino as you talked about a little bit earlier,
6 emergency preparedness overall for Paratransit.

7 There's a lot of things that we do in
8 addition to the things that you see there, which are
9 also important. I want to just emphasize a little bit
10 about the role that we play with public input, because
11 that is, as Annette said, a very critical component of
12 us understanding what the issues are, what the
13 challenges are, and what maybe the fixes need to be.

14 And I just want to say that's something that
15 we take really seriously. You'll hear a lot of
16 information today. None of it will be new to us. We
17 know what some of the challenges are. We think we know
18 what the causes are. And we think we know what some of
19 the solutions are. So hopefully you'll enjoy this
20 presentation today.

21 CHAIRMAN NOLAN: Thank you, sir.

22 Ms. Williams.

23 MS. WILLIAMS: So next we're going to have a
24 few people from the Paratransit Coordinating Council
25 that work very closely with us talk about each of the

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1 modes of service. When I talked about the council, we
2 have not only the executive committee, but we have
3 subcommittees for each mode of service and they meet
4 quarterly and these are some of the major participants
5 in those subcommittees. So the first person who is
6 going to speak is Olivia Santiago, and she is -- use --
7 is a Paratransit user.

8 She's also on our PCC and on the SF Access
9 subcommittee, but she also is a staff person at City

10 College for Disabled Student Services. So she's in
11 regular contact with a lot of riders that use the
12 service through City College.

13 CHAIRMAN NOLAN: Good afternoon, Ms. Santiago.

14 MS. SANTIAGO: Hi. Good afternoon. So I'm a
15 user of the SF Access, and this is more for individuals
16 where you book your ride a day before. And this access
17 is very important to me as a person with a disability,
18 because I'm able to go to work every day, and at the
19 same time I'm able to advocate for our students. A lot
20 of our students take the public transit to be able to
21 go to school. Now the SF Access also has an agreement
22 with Whistlestop, which is the Marin County and the
23 East Bay Paratransit and the Alameda County where
24 individuals need not make a transfer to come to San
25 Francisco.

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1 So they are getting picked up from their
2 homes, door to door, brought to San Francisco, and then
3 I believe it's a shared cars between the two, but not
4 in the San Mateo County. So in San Mateo, we need to
5 transfer to a common transfer fund like (inaudible).

6 And SF Access has a fleet of 112 cutaway vans and five
7 minivans. And it also provides a stair-assist for
8 wheelchair users, which I believe is here only in
9 San Francisco.

10 They don't actually have it in San Mateo.
11 And they have completed 238,000 trips, including
12 71,000 wheelchair trips in fiscal year of 2015. And
13 again I just want to thank this service because I'm
14 able to go to work every day and also help our students
15 to go to school.

16 CHAIRMAN NOLAN: Thank you, Ms. Santiago.

17 Ms. Williams.

18 MS. WILLIAMS: So our next presenter is Sam
19 Alicia Duke, who is also a member of the PCC. She's a
20 member of a senior action, well, now it's called Senior
21 Disability Action, and she also has been very activity
22 in the Group Van subcommittee and has advocated for the
23 Adult Day Health Care centers. She's going to talk a
24 little bit about the Group Van service.

25 CHAIRMAN NOLAN: Good afternoon.

33

1 MS. DUKE: Good afternoon, Chairman, members

2 of the board. I've been involved with Adult Day Health
3 centers since we put one in a senior housing
4 development on Folsom when North & South of Market were
5 the main adult day health people in the city. Over the
6 years that changed, that changed, that changed; but we
7 still have the center at (inaudible). So I see the
8 group vans on a daily basis. And the director of
9 (inaudible) center had said that the service is getting
10 better and she is so anxious to have our new peer group
11 people assisting on the vans.

12 That's a new program Felton Services has
13 worked, is working with us. We're training people to
14 assist on the vans with people who basically are
15 cognitively challenged. And the people assisting on
16 the vans, there will be one person on the van with the
17 people who are attending the adult day health or
18 dialysis or whatever the group is, and they're there to
19 assist the people getting on and off and making sure
20 that they have their caregivers meeting them at the
21 home site and so on, thereby relieving the driver of
22 the necessity of doing this, which in many cases, the
23 driver is up, down, in, out, and around and there's
24 nobody left on the van for the people who are still
25 there waiting to be removed to their site or to their

1 residence.

2 And we are so happy that the current drivers
3 are with Transdev are, oh, I'm sorry, did I hit
4 something? Shaking. They are so happy with the
5 drivers, many of whom have been in the business for
6 years, but many of whom are new and being trained now
7 by Transdev, and the drivers are so happy that this
8 peer group is going to be coming onboard because of the
9 fact that many of the drivers were concerned that they
10 had to go off the bus to help somebody off the bus if
11 they were in a wheelchair or however.

12 And it's going to be such a great help. And
13 we wish we had more vans working on it. We're going to
14 be developing programs so that the vans will be able to
15 get from point A to point B in a better manner,
16 hopefully the street constructions will eventually be
17 done. And then when the new construction of all of the
18 housing going up all over the city, maybe they can do
19 it so that people know in advance that, okay, that
20 route is going to be closed for six months, don't think
21 about using it, that's going to help our dispatch of
22 the Group Van.

23 And I thank you all for what you have done
24 for our Paratransit in the city.

25

CHAIRMAN NOLAN: Thank you very much.

35

1 Ms. Williams.

2 MS. WILLIAMS: Just for anyone who isn't aware
3 of Group Van, it's groups of people going to one
4 location like an Adult Day Health Care center or a
5 developmentally disabled worksite. And we have
6 multiple providers in the Group Van program, both
7 nonprofit and for profit companies. So the last mode,
8 Roland Wong, who is a member of our Paratransit
9 Coordinating Council, he's also a member of the Muni
10 Accessibility Advisory Or Multimodal Accessibility
11 Advisory committee, and the Mayor's Disability Council.
12 You all, I'm sure know Roland. He's going to talk a
13 little bit about taxi services.

14 CHAIRMAN NOLAN: Thank you. Good afternoon,
15 Mr. Wong.

16 MR. WONG: Hi. Good afternoon, everybody.
17 Yeah, I'm a multi-transit person. I used to drive and
18 everything and now for the last 10 years basically I've
19 taken public transit literally full time. So I use the
20 van service, SF Access, and the taxi service. And I

21 find that sometimes it gets a little frustrating, you
22 know, for getting up -- I'm just going to talk about
23 taxis. Basically because of the TNCs, the
24 Transportation -- Transportation Network Companies,
25 kind of have a big impact on the taxi service with

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1 SFMTA.

2 And you know, and I live in a, the out --
3 outskirts in outer Sunset, which even makes it more
4 difficult to get around in a cab. So basically I'm
5 going to dive into the presentation now. Let's see,
6 the taxi service is the same day general public taxi,
7 includes 100 ramped taxis. All -- all taxis in
8 San Francisco are required to participate. All taxi
9 riders receive a Paratransit taxi debit card to pay for
10 their fare and track trips. There were 260,000 trips
11 completed including 81,000 -- wait a minute. 8,100
12 trips for wheelchair users in 2015.

13 The so -- so kind of add to the future, like
14 I'm a, let's see, a smart phone geek and I'm looking
15 forward to using the apps, you know, to hail cabs. So
16 I'm very anxious to see that going. And -- and now

17 with the Muni's mobile payment system that was
18 mentioned that Paratransit would be included, I'm
19 anxious to see that happening, too. Okay, thank you.

20 CHAIRMAN NOLAN: Thank you, Mr. Wong.

21 MS. WILLIAMS: Thank you -- thank you all the
22 PCC members. So just to tell you a little bit about
23 some of our other programs, Roland mentioned the taxi
24 debit card. Went from an all, a paper-based system to
25 an electronic debit card. It's a user-site subsidy

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1 with taxi. So the customer calls a cab just like you
2 or I would call a cab, and they pay with their debit
3 card. And -- and that allows us to collect, you know,
4 the information of when the trip happened, where it
5 happened, the origin, the destination, the driver, the
6 customer.

7 So we get an incredible amount of data
8 without a lot of cost because it's -- it's captured
9 electronically. And customers pay \$5.50 and get \$30
10 worth -- worth of taxi value, which they then use to --
11 to take the taxi service. And their allotments are
12 dependant on the amount of -- of trips they need to

13 take per month. A couple of the other programs that
14 we, that I mentioned in the beginning that we've
15 started in the last few years, one is the Shop-a-Round.

16 And what we found when we went out talked
17 with people on the PCC and others in the community is
18 that, you know, for many seniors and people with
19 disabilities, the most difficult trips to take on Muni
20 were shopping trips because it was difficult to carry
21 groceries, to get back home with their groceries. And
22 so we started, we applied for a grant and got funding
23 to do a Shop-a-Round. And that's been quite
24 successful. We have both a van component and a taxi
25 component.

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1 And then in addition to that, the other issue
2 that we heard a lot, and this is available to all
3 seniors and people with disabilities, not just
4 Paratransit eligible, the other program was Van Gogh.
5 There are a lot of seniors and people with disabilities
6 that are isolated and have a difficult time doing
7 recreational trips, especially with friends or with
8 other people if they don't have a transportation mode

9 to do that with. And so we have a van program, which
10 is also funded by the -- by grants called Van Gogh,
11 because of the cultural significance there. And it's
12 for recreation or, you know, other kinds of trips.

13 If someone wanted to come to this meeting, if
14 a group wanted to come to this meeting, they could use
15 that service. So quickly a few more quick programs, we
16 have Paratransit Plus, which is a taxi program for
17 people who aren't ADA eligible, but have great
18 difficulty using Muni and it's kind of a safety net.
19 So it's usually people who are over 80 who are able
20 still to use Muni, but it gives them something in their
21 back pocket that they can use if they have difficulty
22 in a particular day. Is that me? I don't think so.
23 Anyway --

24 SECRETARY BOOMER: It's happening with both of
25 those microphones on.

39

1 MS. WILLIAMS: Sorry.

2 SECRETARY BOOMER: Yeah, no worries.

3 MS. WILLIAMS: And then I just wanted to, I
4 mentioned earlier, I didn't get to it yet, but the

5 Helping Wheels Fund is a fund that we have to help
6 support low-income people who have difficulty paying
7 fares. For instance if there was a fire, a new medical
8 need and they needed more trips, they can apply to get
9 fund -- funding to pay for actually their fares for the
10 trip. The other thing that we feel is important and I
11 mentioned earlier, is the customer satisfaction, is
12 hearing not only from the PCC, but our kind of everyday
13 customers. Marc likes to refer to them as mod. You
14 know, what does mod think?

15 What does the person out there that we don't
16 hear from. So we do an annual customer satisfaction
17 survey that's done by a third-party company, Corey,
18 Canapary, and Galanis that also do surveys for Muni.
19 And they -- they get all the, randomly get recent trips
20 and call people. And they also provide it in multiple
21 languages, so that if the customer doesn't speak
22 English, they can -- they can do the survey in Spanish
23 or Chinese. And it's telephone survey and it's pretty
24 extensive.

25 And you can see the results that we've gotten

1 over the last four years in terms of the overall
2 satisfaction with the Paratransit program. So I think
3 it's important to point out that we also have
4 challenges. You know, this is not an easy service
5 to provide -- provide, and there are definitely
6 challenges. And some, I'm just going to go over a few
7 of them, and some of the things we're doing to try to
8 address those challenges.

9 One of them is Adult Day Health Care. And
10 we've mentioned that a few times. And the Adult Day
11 Health Care users in the city have become more frail
12 over the last four or five, they're not frailer, but
13 those that are using that service are frailer, because
14 the state requirements have been even more stringent in
15 terms of who's eligible for Adult Day Health Care.
16 There are also a number of centers closed, and so
17 there's less centers in the city, and people are coming
18 from all over the entire city.

19 So we've had some increase in ride times, in
20 terms of if you're picking up six people all in one
21 neighborhood, it's easy to do that in an -- in an hour;
22 but if you're picking them up in four or five different
23 neighborhoods, that's a much more difficult
24 proposition. We've also seen, as -- as was mentioned,
25 a lot more congestion on the streets. And so that also

1 slows down the service.

2 So we've seen some increased ride times, and
3 we've been working with the Adult Day Health Care
4 network to try to address those. One of the endeavors
5 is what Alicia Sam mentioned earlier, which is the peer
6 escort program, to have someone else on the vehicle.
7 This is a program we've been working on with the
8 Department of Aging and Adult Services and Fountain
9 Family Service agencies to have people who are seniors
10 and disabled themselves have a job to work with the
11 drivers to escort, especially those with cognitive
12 impairments.

13 We've also increased the reimbursement to one
14 of the providers that was having a difficult time and
15 we've loaned them or leased them two of the SFMTA
16 vehicles. Another issue that -- that I don't think
17 I've mentioned yet is the Paratransit SF Access
18 facility. Currently there's a leased facility in
19 Brisbane. And the fact that it's so far away has an
20 impact in terms of deadhead, in terms of the amount of
21 time and effort on the part of drivers, as well as fuel
22 to get from that part into the city where most of our
23 trips are.

24 So we're looking for, anybody got space?
25 We're looking for it. Not that that's an easy

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1 proposition in San Francisco, but we really need space
2 that's more centrally located. In the past our
3 providers have been either kind of near metro east or
4 in Bayview-Hunters Point, which is much closer to the
5 city. We also are finding that we're needing to -- to
6 use our vehicles beyond their "useful life" that FTA
7 says is five years. So we're -- we're needing to
8 extend the use of those vehicles, and we'd like to be
9 able to get more vehicles so that we can retire them
10 sooner.

11 So some of the things we're doing is working
12 with real estate to try to identify space, either that
13 the city, a city agency owns or otherwise that we could
14 use for Paratransit. We've been rehabbing some of the
15 vehicles in our fleet that are beyond their five years
16 with new floors, new lifts, new shocks to extend their
17 life by two or three years further. And one of our
18 ADHCs was able to get a grant through the federal
19 government for 10 new vehicles, so that's going to be a

20 big boon for that program.

21 On the taxi, I think that Roland mentioned
22 that with the advent of the TNCs, we are seeing the
23 taxi industry is having a more difficult time
24 recruiting drivers, and especially experienced drivers,
25 some of them have left to the TNCs. And this is

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1 especially an issue for the ramped taxi program which
2 takes more effort to -- to -- for the driver, it costs
3 more for fuel, the vehicles are larger. So it's --
4 it's had an impact on our ramped taxi program.

5 And we have, you know, tried to address that
6 with more incentives for the driver so that it's a
7 business, they -- they can make it as a business move.
8 We have \$10-per-trip incentives. We also provide
9 airport shorts for if -- if they pick up two trips in
10 the outlying areas, then they're able to go to the
11 front of the line at the airport. So it's another type
12 of incentive. We're also working directly with drivers
13 in terms of leasing medallions directly to ramped taxi
14 drivers.

15 And the PCC has interviewed drivers who are

16 interested in that to be sure that they really have a
17 commitment to the program and have had a lot of
18 experience. And then I think Roland also mentioned the
19 E-Hail, that we're working to trying to have, I mean,
20 we're close to getting an app that can be used flywheel
21 for Paratransit customers so that they can, similarly
22 to the general public, call a cab with their smart
23 phone and especially for the ramped cabs, we think it
24 will be especially helpful because then you'll be able
25 to see only, you can filter just for accessible cabs

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1 and be able to see all the ones that are there in your
2 area.

3 So I'm almost done. So some of our upcoming
4 endeavor is, as you know on the calendar day was the
5 RFP that we're going out to bid for our Paratransit
6 brokerage. We expect to have a new contract in place
7 by next fiscal year. We're trying to work on this
8 operations facility, you know, working towards getting
9 an operating facility. Expanding the SF Access fleet,
10 and part of that is expanding also our mobile data
11 computers on that fleet.

12 We were able to get 20 of them donated from
13 another transit property that we're using and we're
14 purchasing some more so that every vehicle in the
15 fleet, even the newer ones that we recently got, have
16 the mobile data computers. And we're working on
17 mobility management. We recently got a grant to have a
18 one-stop center, one click where seniors and people
19 with disabilities can go to one place to find out all
20 the transportation options that there are in
21 San Francisco.

22 So and one last thing, it's obviously the
23 collaboration with groups like the Adult Day Health
24 Care network is really important, ongoing. We still
25 have issues that we need to address and we're working

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1 with them on those. So just one last reminder,
2 Saturday is the PCC annual meeting, it's an 1:00 on
3 Howard and 11th Street at the Arc, so we hope you can
4 come. An the last slide has some contact information.
5 We, we're always looking for more PCC members.

6 If people are interested in participating,
7 please do contact Jonathan at that number. And there's

8 also mine and Marc's contact. So --

9 CHAIRMAN NOLAN: Thank you, Ms. Williams.

10 Excellent presentation. I thank the members of the PCC
11 who spoke to us as well.

12 Members of the board at this time, do you
13 want to hear from the public? No?

14 DIRECTOR BRINKMAN: Yes.

15 CHAIRMAN NOLAN: Okay. Let's hear from the
16 public.

17 SECRETARY BOOMER: All right. If members of
18 the public wish to address the Board on this matter, if
19 you would please turn in a speaker card. Petty Clement
20 Sihak (phonetic) first, followed by Mr. Purtell
21 (phonetic) and then Roxy Kellem (phonetic) will be the
22 first three speakers.

23 CHAIRMAN NOLAN: Good afternoon, Ms. Clement.

24 MS. SIHAK: Good afternoon. Patty Clement
25 Sihak with Catholic Charities. And I'm also the care

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1 of CASE, our Coalition of Agencies Serving the Elderly.
2 And we have a subcommittee of adult day service
3 providers here in San Francisco. And we've worked very

4 closely with Paratransit, and we know we, overall they
5 do a great job, but we are having some challenges.
6 Annette was able to highlight some of those challenges
7 that, since we've had some closures of adult day
8 programs in San Francisco, it takes longer to get
9 clients to the programs they need to come to in order
10 to stay safe in the community.

11 We have increased traffic construction and
12 street closures, increasing frailty of the clients that
13 we do serve. And they -- they need the quality of
14 service. We have longer Paratransit times due to the
15 increased use of wheelchair lifts, again, the frailty
16 of our clients. We have wheelchair capacity for the
17 program participants where really we don't have enough
18 capacity within the fleet of vehicles to meet all the
19 needs of clients who are in wheelchairs for these
20 special programs.

21 We've had some issues with all the providers
22 using the trapeze mechanism so that we're using,
23 utilizing the routes the best that can be made. We
24 have some -- we have had complaints of Paratransit
25 being where our clients are on the bus for over two

1 hours each way. So if you can emergency being 85 years
2 old, very physically frail, cognitively challenged, and
3 you're riding over two hours to get some place. Now we
4 did a snapshot of in time.

5 And overall, you know, Paratransit does
6 really, really well; but we had 2.7 percent of the
7 clients in one month be on the bus for over two -- or
8 for over 90 minutes, and that was 228 clients. So 228
9 rides. So in, you know, that's about 11 rides a day,
10 so it's a lot for that frail population. And we're
11 just looking at how do we work together to make this
12 better, you know.

13 Our population is aging. We don't have plans
14 for what we're doing in three years, five years, and we
15 want to bring it to your attention that we need to
16 start thinking in the future.

17 CHAIRMAN NOLAN: Thank you.

18 MS. CLEMENT: Thank you.

19 CHAIRMAN NOLAN: Thank you, Ms. Clement.

20 Next speaker, please.

21 SECRETARY BOOMER: Mr. Purtell followed by
22 Roxy Kellem and then Herbert Weiner.

23 CHAIRMAN NOLAN: Good afternoon, Mr. Purtell.

24 MR. PURTELL: Good afternoon, the Chairman and
25 other directors. I'm a rider on the -- on the van, and

1 my -- my ride is too -- too long. It takes one way
2 sometimes two hours, sometimes one and a half hours to
3 and from the adult day health center. And by the time
4 I come back, I -- I feel very weak for the whole week.
5 And that -- that, I'm deprived of my exercises because
6 of the long ride.

7 NICOLE: May I assist him?

8 CHAIRMAN NOLAN: Oh, sure.

9 NICOLE: Okay. Hi. I'm Nicole. I'm the
10 program director at the center where Mr. Purtell
11 attends. And Mr. Purtell brought it to my attention
12 over two years ago that his -- his van rides are too
13 long. And I've been auditing regularly and I have been
14 going to the PC&O meetings and talking about these
15 rides. I'm really happy it's finally coming to the
16 attention of the Board here, but we really need to work
17 to solve the problem -- the problem because it's a
18 four-hour program that Mr. Purtell attend.

19 And if he's on the van for two hours each
20 way, that's an eight-hour day being on a van. And
21 that's really, it's too much. Mr. Purtell has recently
22 dropped his attendance at the center, and that's why he

23 meant he's not getting his exercise. He's not
24 exercising at the program anymore and doing his
25 therapy, and it's affecting him. Thank you.

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1 CHAIRMAN NOLAN: Thank you.

2 Thank you, Mr. Purtell.

3 Next speaker, please.

4 MR. PURTELL: Thank you.

5 SECRETARY BOOMER: Roxy Kellem followed by
6 Herbert Weiner and then James Evans, Junior.

7 CHAIRMAN NOLAN: Good afternoon, Ms. Kellem.

8 MS. KELLEM: Hi. I am Roxy Kellem, and I'm
9 the program director at SteppingStone Mission Creek,
10 one of the four adult day health centers that
11 SteppingStone has. So Mr. Purtell's experience happens
12 at all of our centers. It is a, our Adult Day Health
13 Care programs are four hours. And we hear about the
14 increasing ride terms, although we're trying really
15 hard with a provider to decrease those times, if the
16 van arrives late and they're not there for four hours,
17 we don't get paid by MediCal. Meanwhile they're there
18 for two or three hours, you know, and we're not sending

19 them home and back again, so we are providing services,
20 but it's something that we lose out on.

21 So Adult Day Health Care is, you know, we
22 support people living in the community as long as
23 possible. And that's a much more desirable outcome for
24 people who are aging and disabled. You know, Adult Day
25 Health Care is for adults over 18. So and certainly at

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1 my center, Mission Creek, I have a vast range of age
2 groups from their thirties through their nineties.
3 Many ethnicities and languages. So there's a --
4 there's a lot going on.

5 So the consequences of the van break down,
6 it's -- they're because there's lack of resources. The
7 vans that service our center are old. Talk about five
8 years. So some of those are much, much older. So we
9 have the ride times, the missed attendance, we have
10 capacity issues. When we have to use San Francisco
11 Access, that's not what San Francisco Access is
12 designed for. It makes it really inefficient.

13 So \$29 a ride, wow. And it's only going to
14 get worse. Our population is getting older and frail

15 errand more challenged because we also deal with people
16 with mental health and behavioral issues also. Thank
17 you.

18 CHAIRMAN NOLAN: Thank you.

19 Next up, please.

20 SECRETARY BOOMER: Herbert Weiner, James
21 Evans, Junior, Douglas Callahan.

22 MR. WEINER: Herbert Weiner. When I have
23 raised my concern about people having to walk a quarter
24 of a mile to the bus stop, notably seniors and the
25 disabled, the argument has been Paratransit is the

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1 answer; but according to presentation -- presentation,
2 the service is within a three quarter of a mile fixed
3 route. In other wise -- other wise, if you can't meet
4 this criteria, you're out of luck. You're going to
5 have to crawl to the bus stop.

6 Paratransit will not cover this. This is my
7 understanding. Now please correct me if I am wrong.
8 Now the -- now the other aspect of it is even if
9 Paratransit were to provide the service, we see
10 problems of breakdowns, we see long rides, there's

11 sometimes they don't come on time. I hope these
12 problems have straightened out. It seems like it's
13 inadequate service, but I think you're overusing the
14 service, too.

15 If you provide service for going to a quarter
16 of a mile, that's going to place a severe taxation on
17 the resources of Paratransit. And I don't know if
18 they'll be able to meet it. I don't know if all people
19 will be able to qualify for this. Now please correct
20 me if I am wrong, but I really think that, you know,
21 this -- this problem, dumping it on Paratransit when
22 Muni works perfectly well for providing access with the
23 present route as they exist and hopefully more are not
24 being removed, I hope that Paratransit is not going to
25 be the dumping ground on this.

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1 I also compliment the staff on their
2 dedication to providing Paratransit services. I hope
3 the problems are redressed and improved, because I
4 think basically the idea is sound. Thank you.

5 CHAIRMAN NOLAN: Thank you.

6 Next speaker, please.

7 SECRETARY BOOMER: James Evans, Junior,
8 Douglas Callahan, Phillip McFadden.

9 CHAIRMAN NOLAN: Good afternoon, Mr. Evans.

10 MR. EVANS: Chairman, board members. I'm here
11 on behalf of Bayview Senior Services. We have
12 currently six routes that's provided by the
13 Paratransit. We do have a couple of routes that have
14 some long time that we have been able to condense and
15 that's how we've made it up to six routes when we were
16 only at four. It's just the, growing the fleet to be
17 able to handle the growing numbers of people would help
18 us out.

19 Transdev has been working with us extensively
20 to make those things go down and the times go down, but
21 we need more vehicles to be able to house less people
22 on the van so then there will be less ride times.
23 Because with these closures, as Patty was talking
24 about, it's causing more seniors to go to the same
25 centers instead of the varied centers that they was

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1 going to in the past. So but I am in support of what's
2 been going on and it is going in a good direction, but

3 we could use a little help. Thank you.

4 CHAIRMAN NOLAN: Thank you, sir.

5 Next speaker, please.

6 SECRETARY BOOMER: Douglas Callahan, Phillip
7 McFadden, Bruce Oka.

8 CHAIRMAN NOLAN: Good afternoon, Mr. Callahan.

9 MR. CALLAHAN: Mr. Chairman, board, thank you
10 for having me today. My name is Douglas Callahan. I'm
11 a driver with Transdev, San Francisco Paratransit. And
12 it's my honor to be in the service with these people.
13 I enjoy it very much. I've been a driver for 20 months
14 now with San Francisco Paratransit. And there has been
15 major changes going down with the service. We have
16 been doing very well with bringing the service up. For
17 the entire time I've been employed here, we have been
18 short of drivers because of budget issues and budget
19 constraints.

20 Working closely with Director Reiskin and the
21 Board of Supervisors we were able to -- to help
22 alleviate a lot of that. We are still having issues
23 with our fleet as far as number of busses and so on.
24 Today while waiting for the meeting when we were
25 getting ready to depart, we had drivers stand that were

1 standing waiting for vehicles to come back in so they
2 can go back out on the road. It is an issue. We do
3 need to address possibly getting more fuel efficient
4 and more cost effective vehicles to use to help augment
5 our fleet and to make it better.

6 Overall my clients have been very satisfied
7 with their service and stuff. I'm one of the drivers
8 who does a lot of polling and does a lot of, have them,
9 has them fill out a lot of the -- the information cards
10 to get their honest opinion on the mail-ins. In the
11 20 months that I have been a driver, I have seen
12 Veolia, Transdev make major improvements in our
13 service. And they inherited kind of a mess when they
14 came in. The Paratransit program was way behind the
15 curve.

16 Once again with help from Director Reiskin
17 and a bunch of other people in the MTA, we were able to
18 help improve a lot of this. And the improvements are
19 still coming down the pipeline. We still have a lot of
20 work ahead of us. The San Francisco infrastructure --
21 infrastructure rebuild has been a big thing. Being a
22 driver myself and being on the streets, the
23 construction has been a major problem for us as far as
24 traffic. That does delay us quite a bit. Hopefully
25 when that gets -- gets finished up, we'll have less

1 obstruction.

2 Also with the -- with the development and
3 building of all the UCSF and Kaiser, et cetera, CPMC
4 and everybody building these mega medical centers and
5 facilities at record pace, the demand for our services
6 is growing exponentially all the time. We need to
7 seriously, you know, work on improving this program
8 and -- and keeping it on the right track. We are
9 hiring more drivers. We will soon be up to full track
10 on our drivers.

11 CHAIRMAN NOLAN: Thank you, sir.

12 LEFTTWO: Thank you very much.

13 CHAIRMAN NOLAN: Thank you.

14 Next speaker, please.

15 SECRETARY BOOMER: Phillip McFadden, Bruce
16 Oka, and Pira.

17 CHAIRMAN NOLAN: Good afternoon,
18 Mr. McFadden.

19 MR. MCFADDEN: Good afternoon, Mr. Board
20 members. I just want to say, our drivers, I'm a driver
21 in the (inaudible). We care very, very much about our

22 clients. I know we talk about time and we're not, you
23 know, getting on time, we do care about our clients.
24 And being on the road for two hours, we don't like
25 that. We know they're just getting out of dialysis,

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1 they want to get home, we're working on it. We care
2 about our clients a lot. That's all I want it say.

3 CHAIRMAN NOLAN: Great. Thank you, sir.

4 Next.

5 SECRETARY BOOMER: Bruce Oka followed by Pira
6 and then Ron Henderson, who is the last person who's
7 turned in a speaker card onto this matter.

8 CHAIRMAN NOLAN: He was very familiar. I
9 can't quite place him. Hello, Director Oka. Welcome
10 back.

11 MR. OKA: Okay. It used to be I didn't need a
12 microphone to be heard, but I'm getting old. And I'm
13 ready to admit that I'm getting old. But I am here to
14 talk about the, what I consider to be, and I've said
15 this from day one, we have the best Paratransit service
16 in the country, if not the world. We have, and you
17 heard from some of the wonderful staff and volunteers

18 that we -- we service. And people who most critically
19 need the service, we need to put more money into the --
20 into the Paratransit program.

21 My main mode of transportation, as you all
22 know is Muni. I ride it morning, noon, and night. I
23 ride every -- every shift. And I continue to do that.
24 And I would just like to say I will not go away. And
25 believe me, I hope to see a few of you at our annual

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1 meeting on Saturday. Please come, because you'll see
2 the drivers that take care of all of us, and you'll see
3 more of the members of the PCC there that depend on
4 this service.

5 I was once called by (inaudible) the chair of
6 everything that moves in San Francisco. And at the
7 time that he said that to me, I was chair of everything
8 (inaudible) coordinating council and everything else
9 that had wheels --

10 CHAIRMAN NOLAN: Okay, thank you --

11 MR. OKA: -- I was involved with.

12 CHAIRMAN NOLAN: -- Mr. Oka.

13 MR. OKA: So --

14 CHAIRMAN NOLAN: Good to see you.
15 MR. OKA: -- and you know, I --
16 SECRETARY BOOMER: Pira.
17 CHAIRMAN NOLAN: Just a second.
18 SECRETARY BOOMER: Mr. Oka, your time is up.
19 MR. OKA: And (inaudible) it hasn't --
20 CHAIRMAN NOLAN: Thank you.
21 MR. OKA: Been easy for me the last couple
22 of --
23 CHAIRMAN NOLAN: Thank you.
24 MR. OKA: -- couple of years.
25 CHAIRMAN NOLAN: Thank you. Thank you,

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1 Mr. Oka.
2 MR. OKA: I'm getting older.
3 SECRETARY BOOMER: Thank you, Bruce.
4 CHAIRMAN NOLAN: Yep, we've got to get on.
5 Thank you.
6 SECRETARY BOOMER: Pira, Ron --
7 CHAIRMAN NOLAN: Okay.
8 SECRETARY BOOMER: -- Henderson, and then last
9 is Kathy Wood.

10 CHAIRMAN NOLAN: Thank you, Mr. Oka. Okay.
11 Good afternoon.
12 PIRA: Good afternoon, members. I'd like to
13 first say, how do you put it, being one of the oldest
14 members in the beginning of Paratransit, only Bruce and
15 I have been --
16 I mean, you're the only one.
17 I have to concur of most of what Annette said
18 about our history.
19 Even though you didn't live part of that.
20 MS. WILLIAMS: Close to, right?
21 PIRA: Not all of it.
22 But if you really want to know a lot of
23 details, just ask Bruce and I, there's a lot of stories
24 we have in the beginning. And I would like to also
25 comment on all the changes from the time I worked there

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1 back in '86 until 2000. There's been a lot of changes
2 since then, and very good changes. The Shop-a-Round,
3 Van Gogh.

4 We -- we had our version of Van Gogh. We
5 usually, we had certain agencies, nonprofits who wanted

6 to go down to City Hall and do a rally, we were glad to
7 provide Paratransit for them, for their seniors and
8 people with disabilities. And I'm glad Van Gogh does
9 that type of service, too. But there's certain things
10 that haven't really changed. It's what we call
11 accessible vans right now, we what used to call mixed
12 mode and lift van, we're still having the same
13 problems.

14 Not enough drivers, not enough vans, a high
15 demand, and not enough supplies. At the same time
16 since we have left, and thank goodness we are in the
17 debit cards, because I used to count those script
18 myself, millions of dollars, we need to emphasize
19 moving back to the taxi program. We have a debit card.
20 We can monitor it. It's -- it's definitely cheaper.

21 The \$29 is that cheap only because of the
22 taxi and the Group Van. Accessible Service is
23 averaging \$30 to \$48 a trip depending on the mode of
24 the person. So we need to start looking at using the
25 taxi program to subsidize this problem, because we've

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1 got too much of a burden, too much of a demand --

2 CHAIRMAN NOLAN: Thank you.

3 PIRA: -- on the vans. And we always will
4 have, no matter what.

5 CHAIRMAN NOLAN: Thank you, sir. Thank you.

6 PIRA: Thank you very much.

7 SECRETARY BOOMER: Ron Henderson followed by
8 Kathy Wood. She's the last person who's turned in a
9 speaker card on this matter.

10 CHAIRMAN NOLAN: Good afternoon,
11 Mr. Henderson.

12 MR. HENDERSON: Good afternoon, council. I've
13 been a driver for 20 months as well. It's grown
14 exponentially in the last 20 months as far as services
15 for our clients, services for our drivers, different
16 things of that nature. We're coming to a happy medium
17 now to get things rectified, and we're going forward.
18 So we need the program. We need the funding.
19 Everything is going well.

20 We, what I love about the company is we're
21 able to go talk to management, come up with ideas,
22 they'll listen to our ideas, and we can just be able to
23 gradually grow from the ideas and get things going
24 forward and we're going forward. It takes a little
25 time because it's all brand-new when it comes from the

1 last 20 months since Transdev has been here, but we're
2 going forward, we're moving forward, and everything is
3 going fine.

4 CHAIRMAN NOLAN: Thank you, sir.

5 Next speaker, please.

6 SECRETARY BOOMER: Last speaker, Cathy wood.

7 Is Ms. Wood here?

8 CHAIRMAN NOLAN: Good afternoon, Ms. Wood.

9 MS. WOOD: Hi, hello. I'm Kathy Wood. One of
10 the lead social workers. I'm representing fist
11 Fresenius Dialysis Company. We have three dialysis
12 units in San Francisco serving about 300 patients of
13 whom almost half use the San Francisco Paratransit
14 Services. I'm here today to support the service and to
15 let you know that over the 10 years that I've been
16 involved with Paratransit, we have certainly had our
17 ups and downs with regard to service and providers; but
18 over the past few years and particularly since Transdev
19 has come on, the service has improved greatly for our
20 patients.

21 As you may know dialysis patients come to
22 three times a week minimum, sometimes three to four
23 hours. They are elderly, they are infirmed, they have
24 multiple, may have multiple medical conditions. And

25 the dialysis treatment is draining literally for most

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1 of them. So they are fatigued after.

2 The drivers are very helpful. They escort
3 our patients in and out of our dialysis unit. The time
4 waiting, the ride, the -- the length of ride has
5 declined in -- in over the years. So we're
6 appreciating, we're appreciative of that as well. So
7 I -- I just want to say thank you for the service, and
8 please continue for our dialysis patients.

9 CHAIRMAN NOLAN: Thank you.

10 Anyone else, Ms. Boomer?

11 SECRETARY BOOMER: Mr. Chairman, that's the
12 last person who has turned in a speaker card.

13 CHAIRMAN NOLAN: Thank you very much. And a
14 couple of things. I -- I appreciate this, and I think
15 it's very important for us to hear, I've -- I've
16 described, well, the way I see the agency, the role is
17 looking out for the entire city; but especially for
18 those that need the system most and I think we're
19 dealing with that population here today and it is a
20 growing population to be sure. It seems to me the

21 issues are the -- the vans, themselves. It sounds like
22 we need newer and repaired ones and more efficient
23 ones.

24 The facility, I think, is probably going to
25 be the toughest issue. I'm not sure where that can be.

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1 I hope there's some place that we can do that to save
2 the time of going back and forth to Brisbane. And I
3 would also like to, you mentioned San Mateo County is
4 not in this, and I've heard a little bit about that,
5 but I'd like to see if we can do something with them.
6 At the Caltrain Joint Powers board meeting recently
7 somebody, a woman who was using Paratransit called,
8 talked to me said, you know, how difficult it is to
9 transfer when you're coming to the city.

10 And it's hard on anybody to transfer any
11 system, but it is particularly difficult, so I had
12 hoped that we can do something, maybe begin the
13 conversation with -- with San Mateo County.

14 But is that -- is that fair to say that the
15 vans, themselves, would be the biggest, Ms. Williams,
16 that would be the biggest single thing we can do

17 more --

18 MS. WILLIAMS: Yeah, I think --

19 CHAIRMAN NOLAN: -- -- is the vans?

20 MS. WILLIAMS: -- helpful to. I mean, what we
21 need to do is to get FTA to fund more additional vans.
22 What's the problem is, is the way that they're looked
23 at on the regional level, it's easy to replace,
24 expansion. Because this is what would be considered
25 expansion is what's difficult, because they're

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1 allocating money regionally. The so that's been --
2 we've -- we've in the past purchased some vehicles
3 through Transportation Authority funds and then we've
4 been able to replace them with FTA funds, but in terms
5 of getting funding for expansion with FTA funds, that's
6 been difficult.

7 CHAIRMAN NOLAN: And then the, on the adult
8 day health centers, I understand there's some thought
9 of having two sessions a day in some of the places; is
10 that correct?

11 MS. WILLIAMS: There, I know (inaudible) has
12 two sessions a day. I think there's a lot of issues

13 with staffing for the Adult Day Health Care centers
14 with having more than, you know, in terms of their own
15 staffing, because it's an incredible amount of services
16 that they provide. But we've talked about staggered
17 starting times, but that also is difficult. So it is
18 something we've definitely discussed, and we will
19 continue to discuss with them if it's something that
20 can improve things.

21 CHAIRMAN NOLAN: I just want to say I was
22 particularly impressed with the survey that was done.
23 That was really amazing to me to know that there's that
24 much satisfaction. And those who testified here today
25 about satisfaction, overall satisfaction with it.

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1 We've got a lot to do, a lot of work we can do, and we
2 can do a whole lot better I'm sure, but it's really
3 nice to know that we have that.

4 MS. WILLIAMS: And I really think it's a lot
5 of testimony to the customers that are a part of the
6 system that are really involved in it. And they've
7 advocated for themselves for, you know, quite some time
8 and I think that's part of our success.

9 CHAIRMAN NOLAN: I'm sure it is. And I -- the
10 PCC is, does a great job, it has through the years and
11 it's very, very vital through this whole operation.

12 Okay. Members of the board?

13 DIRECTOR BRINKMAN: Yeah, one -- one quick
14 question.

Ms. Williams, thank you so much for the presentation and to everybody who gave public comment and assisted in the presentation. I see in one of the slides we have 13,700 ADA eligible riders. Are we seeing that population dramatically increase so that we can anticipate we are going to be servicing more riders?

22 MS. WILLIAMS: You know, it's -- it's a very
23 good question. For the last few years, we've been
24 pretty level.

25 DIRECTOR BRINKMAN: Uh-huh.

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1 MS. WILLIAMS: But we know that the population
2 that's growing the fastest in San Francisco is 85 plus.

3 DIRECTOR BRINKMAN: Uh-huh.

4 MS. WILLIAMS: So our expectation is that

5 we'll see growth in those numbers, but we have been
6 pretty level. We had a huge growth spurt after the ADA
7 was fully implemented in '97 for many years, and then
8 we've been more level. It even went down a little bit
9 when we implemented the debit card.

10 DIRECTOR BRINKMAN: Uh-huh, uh-huh.

11 MS. WILLIAMS: So but I -- I would expect that
12 over the next 10 years, we are going to see growth in
13 that population. It also depends on how many trips the
14 people who become members of the program.

15 DIRECTOR BRINKMAN: Uh-huh.

16 MS. WILLIAMS: What we find is --

17 DIRECTOR BRINKMAN: Right.

18 MS. WILLIAMS: -- those who are older take
19 less trips per month. It's the --

20 DIRECTOR BRINKMAN: Right.

21 MS. WILLIAMS: -- younger disabled people that
22 are going to work or school or -- or dialysis. That's
23 a huge portion of our services, people taken to --

24 DIRECTOR BRINKMAN: Right.

25 MS. WILLIAMS: -- dialysis. And that's

1 something that's also grown quite a bit. So it -- it
2 kind of depends on the customer base, you know, how
3 many additional trips that means.

4 DIRECTOR BRINKMAN: Each customer takes. And
5 just to clarify because it sounded like there were a
6 few sort of misperceptions or questions in the public
7 comment. What is sort of the eligibility --

8 MS. WILLIAMS: Right. So the --

9 DIRECTOR BRINKMAN: -- requirement or cut off?

10 MS. WILLIAMS: -- issue with the three
11 quarter miles, the three quarter mile just related to
12 what area we need to serve.

13 DIRECTOR BRINKMAN: Uh-huh.

14 MS. WILLIAMS: But we serve customers at
15 their door, so they don't need to travel any distance
16 to get to Paratransit, that's part of the point of
17 Paratransit is it needs to go to the door -- and to the
18 door, because they're not able, some people, the reason
19 they're eligible for Paratransit is they can't
20 independently get from their house to the bus stop.

21 DIRECTOR BRINKMAN: Right, I see.

22 MS. WILLIAMS: But the area that we have to
23 serve is within three quarters of a mile. And since we
24 have so much fixed route service, we don't have gaps
25 within the city. Like if you look at the East Bay and

1 you look at their service area, they're going to
2 surround every bus line within three quarters of a
3 mile, and there's some areas they don't need to serve.

4 DIRECTOR BRINKMAN: I see, okay.

5 MS. WILLIAMS: So that's what the three
6 quarter miles --

7 DIRECTOR BRINKMAN: Okay.

8 MS. WILLIAMS: -- refers to.

9 DIRECTOR BRINKMAN: Perfect, thank you very
10 much.

11 MS. WILLIAMS: You're welcome.

12 CHAIRMAN NOLAN: Director Rubke.

13 DIRECTOR RUBKE: I have so many questions, but
14 I'll try and keep it to a minimum. I wanted to circle
15 back. One of the public commentators made the very
16 good point as to the cost effectiveness of using taxis
17 to supplement the van service. And I'm just wondering
18 if were, I mean, I'm sure, I know, because you guys are
19 awesome, that you're already talking to taxi services,
20 but I'm sure, and I know that there's a number of
21 incentives that you guys have implemented already as
22 far as incentivizing drivers to do that taxi service,
23 but I'm wondering if there's any more opportunity there

24 to kind of further utilize those taxis.

25 MS. WILLIAMS: Yeah. I think it's a great

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1 question. And what we do, when we register some -- for
2 a while we had a cap on the taxi program because it was
3 going through the roof and we felt that there were
4 people who were applying for Paratransit just because
5 they wanted to get taxi and that was the more
6 difficult, but in the last, how long has it been now,
7 like two years, we -- we -- anyone who applies for
8 Paratransit who is eligible is offered taxi services,
9 and we do promote taxi services.

10 I mean, it doesn't work for everybody. Like
11 dialysis, it can work sometimes, but people like to be
12 able to have a scheduled appointment. And taxi you're
13 calling the same day. I think it still can work just
14 as well as the van program, but the person has to
15 believe that that, you know, has to feel that way
16 themselves.

17 We do encourage it, and I think we can do
18 more to, you know, reach out to our customers and
19 especially those who are large, you know, who use a lot

20 of service and make sure of that they're available of
21 what's available to them with taxi and how to use it.
22 And I think this app, you know, for those who do have
23 smart phones, may be a real help for people who are
24 wheelchair users using the taxi program, but we also
25 promote taxi and want to. I mean, there are the issues

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1 we talked about, some with the TNCs having an impact on
2 the taxi -- on the taxi company.

3 So there's -- there's a lot of, I don't know,
4 complexity out there.

5 DIRECTOR RUBKE: Yeah.

6 MS. WILLIAMS: But we completely agree that
7 taxis, you know, for someone that it works for, it's
8 really the best service. And for them it's same-day
9 service. They don't have to make a reservation ahead
10 of time. So it can often be something that people
11 prefer --

12 DIRECTOR RUBKE: Right.

13 MS. WILLIAMS: -- to the van program.

14 DIRECTOR RUBKE: And then something I've heard
15 in the community a little bit, just offhand, and I

16 wanted to get a little clarification on, so I
17 understand that Transdev is the broker and then they
18 also, at least in recent years, started providing the
19 actual transportation services as well? And --

20 MS. WILLIAMS: Right.

21 DIRECTOR RUBKE: And --

22 MS. WILLIAMS: Just for the -- they
23 portion -- they provide a portion of the transportation
24 services, about you you're absolutely right.

25 DIRECTOR RUBKE: And so the comment I've heard

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1 and I was just hoping you can kind of clarify for folks
2 is that oh, that seems like a conflict or how do they
3 supervisor themselves or are they grading themselves or
4 are they holding themselves accountable. Can you kind
5 of clarify how that works as --

6 MS. WILLIAMS: Yeah.

7 DIRECTOR RUBKE: -- far as their --

8 MS. WILLIAMS: The --

9 DIRECTOR RUBKE: -- duties?

10 MS. WILLIAMS: They, there are two portions
11 of the company, but it is all the same company, but

12 it's two different components of the company. And they
13 do, do oversight, but we also do oversight, myself,
14 Jonathan Cheng and we're soon going to be replacing
15 Kate Toran's position. I have been without her for
16 quite a while thanks to you all snatching her away, so
17 we do a lot of oversight ourselves and we expect to do
18 even more.

19 We've got, you'll be getting the new budget
20 and we've got another position in there, an analytical
21 position. But what we've been seeing is that the
22 service has been much better with Transdev doing the --
23 the transportation service. We had a lot of problems.
24 They've worked very closely with their unions and have
25 raised driver's salaries, which has been very important

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1 to the service.

2 But we -- we feel that with -- with both our
3 oversight and the broker's oversight, which is somewhat
4 separate from the company, because it's two different
5 parts of the company, that we can make sure that we're,
6 there's no any issues with conflict of interest or
7 anything like that. What's most important to us is

8 that we get high quality service and that it's cost
9 effective. And both of those are the things that we're
10 monitoring very carefully.

11 DIRECTOR RUBKE: Right, and then thank you for
12 clarifying that. I appreciate it. The other question
13 I had, which is just kind of random, and it, but it
14 goes to the -- the long wait or the long drive times
15 that we're seeing because of congestion. Are the
16 Paratransit vehicles part of those vehicles that are
17 exempted and able to use the red --

18 MS. WILLIAMS: Absolutely.

19 DIRECTOR RUBKE: -- car lane? Awesome. Okay,
20 cool.

21 MS. WILLIAMS: And we definitely advocated
22 for that. We also, as you probably remember, we did
23 the bumper stickers for the bike lanes, too --

24 DIRECTOR RUBKE: Right.

25 MS. WILLIAMS: -- because there's -- there's

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1 cases where Paratransit has to drop off, you know, at
2 the curb where there's a bike lane. So we try to do
3 everything we can to include Paratransit in -- in

4 those --

5 DIRECTOR RUBKE: Right.

6 MS. WILLIAMS: -- you know stipulations that

7 the -- that the lanes are available. And I think the

8 drivers can -- can attest to that has made a difference

9 to them being able to travel in those lanes.

10 DIRECTOR RUBKE: That's good. Thanks so much

11 for a --

12 MS. WILLIAMS: Absolutely.

13 DIRECTOR RUBKE: -- great presentation on a

14 complex subject. So keep up the good work. Thanks.

15 And thanks to everyone.

16 DIRECTOR BORDEN: I just had a question about

17 the --

18 MS. WILLIAMS: Sure.

19 DIRECTOR BORDEN: -- group -- the Group Van

20 service. And I know that the goal is to pick up people

21 who are all going to the same location. Are there any

22 sort of like geographic like, you know, I mean, in

23 terms, in hearing that someone travels two hours to be

24 somewhere basically for, missed their appointment

25 basically and not go; is there, do we do it kind of

1 geographically located in terms of --

2 MS. WILLIAMS: The van rides?

3 DIRECTOR BORDEN: -- carrying people in the

4 van rides or is just kind of like a --

5 MS. WILLIAMS: No, that absolutely is done

6 geographically, but some -- sometimes you may have

7 three people, two in the Richmond, one in the Sunset

8 and there's no one closer, so those three are -- are

9 grouped together. But all the schedules are made based

10 on geographic distance between the customers, but if

11 you're trying to maximize the number of people on the

12 van and you don't have many in one area, then it -- it

13 becomes difficult to do that.

14 DIRECTOR BORDEN: Do we monitor the time that

15 it takes and -- and -- and you know kind of track that

16 information in --

17 MS. WILLIAMS: Yes, we do.

18 DIRECTOR BORDEN: -- terms of in --

19 MS. WILLIAMS: We do --

20 DIRECTOR BORDEN: And then --

21 MS. WILLIAMS: We do do that. And then with

22 getting the mobile data computers in every vehicle, we

23 don't have them in every vehicle now, we have

24 electronic (inaudible) monitoring, which we feel is

25 even better than, you know, the signoff by the agency

1 staff.

2 DIRECTOR BORDEN: Is the problem that was
3 described here kind of an anomaly or is it something
4 that we're working to --

5 MS. WILLIAMS: Well what --

6 DIRECTOR BORDEN: -- eradicate?

7 MS. WILLIAMS: -- she explained and the one
8 that they looked at, it was about two percent of the
9 rides were beyond an hour and a half. Under our
10 agreement with them, an hour and a half is -- is the
11 maximum. It's difficult if you -- I mean, it sounds
12 like a long time, but if you think of coming from one
13 part of the city to another, it takes that long on a
14 fixed route bus as well. It's that -- and most of the
15 trips are under 60 minutes, that's our goal, but an
16 hour and a half is what, under the contract, they have
17 to meet. And we have two percent that are going over
18 the contract.

19 DIRECTOR BORDEN: Okay. I guess the -- I
20 guess the final question is that, do we coordinate with
21 the adult, for example, the adult day care centers and
22 things like that so that we can schedule enough time so

23 if it takes two hours, that people get there in time to
24 still make the --

25 MS. WILLIAMS: Yes, they do. The -- the

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1 providers do coordinate with the centers. I think what
2 was being referred to is if there was a break down or
3 if there's something else that happens along the route,
4 that can -- that can be a delay that isn't anticipated,
5 but in terms of the normal service, they know the
6 amount of time that the trip is supposed to take.

7 DIRECTOR BORDEN: Okay, thank you.

8 CHAIRMAN NOLAN: Director Heinicke, anything?
9 Director Ramos?

10 DIRECTOR RAMOS: Thank you, Mr. Chairman.
11 And thank you staff and everyone that showed up today
12 to speak on this and to help us all learn about this
13 service. It's, I feel like it's absolutely critical
14 and it's something that is so valued in so many
15 different ways. To me it really reminds us of -- of
16 the humanity of our -- of our system and our services.
17 And I really sincerely appreciate the drivers and --
18 and everyone who helps make this an option. As we age

19 as a city, this is going to be something that is, we're
20 going to have to get right and get better, because the
21 demand is only going to increase.

22 And not only will the demand for the service
23 increase, but so will the traffic in the city is going
24 to increase. So if we think that we're having a hard
25 time now getting around, it's going to get even longer,

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1 I hate to say, unless we take the appropriate
2 precautions to -- to -- to get this, these services
3 moving along.

4 I think the only thing that I can add to the
5 conversation in addition to my appreciation of it is --
6 is this motion of -- of transit-only lanes and making
7 sure that we're doing everything that we can to -- to
8 get these vehicles, and everyone that needs to, access
9 to these lanes so that we can effectively hyperspace,
10 if you will, and get these, get folks where they need
11 to go much more clearly.

12 There was a call earlier in public comment to
13 right side versus central lanes. And one of the
14 examples that I like to point to people who aren't

15 familiar with the -- the rationale behind why we go
16 center lanes is because sooner or later those lanes
17 that are running on the right side have to run into
18 right, people that are turning right and/or then they
19 have to wait for pedestrians that are crossing the same
20 street that people are turning right on, and so it gets
21 backed up very quickly.

22 The right-hand lanes get backed up very
23 quickly with people crossing or -- or turning off of
24 a -- of a main street that a transit lane is on. So
25 keeping the lanes in the center actually avoids that

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1 complication, because we can build in left in --
2 left-turn-only lanes. So I would hope that in the
3 future, people like yourselves and everybody who is
4 interested in -- in expediting this service and getting
5 people to go where they need to be faster, that you're
6 paying attention to these challenges that we're having
7 with these transit-only lanes, because they're very
8 important, but it's not something that everybody has
9 the privilege of being able to understand.

10 So we'll need you in the future to advocate

11 for why we need to be able to make these lanes in the
12 center, to get them out of complications like this.
13 And then get people around a whole lot faster in the
14 future. So thank you so much for all that you do. I'm
15 looking forward to talking about this next year when we
16 start talking about the budget in the future.

17 CHAIRMAN NOLAN: I think that's a very good
18 point. I'd like to, you know, have another report at
19 some point in the early --

20 MS. WILLIAMS: Absolutely.

21 CHAIRMAN NOLAN: -- year. Especially around
22 the budget time. I think that's a very good one.

23 MS. WILLIAMS: Yes.

24 CHAIRMAN NOLAN: So thank you all very much
25 for being here today. I appreciate your --

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1 MS. WILLIAMS: Thank you.

2 CHAIRMAN NOLAN: -- interest and support.
3 Thank you.

4 We are joined this afternoon by Mr. Maguire
5 who is playing the part of Director Reiskin, and doing
6 a fine -- a fine job so far. Now we've got two more

7 items. Do we want to do a break now or right after
8 that one?

9 SECRETARY BOOMER: Sorry.

10 CHAIRMAN NOLAN: How many do we have for the
11 Powell Street thing?

12 SECRETARY BOOMER: For Powell Street we have
13 one, two, three, six speakers.

14 CHAIRMAN NOLAN: What's the pleasure of the
15 Board? Going?

16 DIRECTOR BORDEN: Yeah, let's keep going.

17 CHAIRMAN NOLAN: Okay, let's go.

18 SECRETARY BOOMER: All right. Item 12 amends
19 Transportation Code, Division II, Section 601 to create
20 a transit, taxi, commercial vehicle only areas on
21 Powell Street from Ellis Street to Geary Street in the
22 northbound, the outbound direction, and from O'Farrell
23 Street to Ellis Street in the southbound or inbound
24 direction from December 4th, 2015, until June 4, 2017,
25 and it approves various traffic and parking -- parking

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1 modifications to implement the Powell Street Safety
2 Pilot from December 4th, 2015, until June 4th, 2014.

3 Director, staff has asked that the traffic
4 modifications be amended. They've made a request that
5 item (g), which reads, establish no left turn except
6 Muni on O'Farrell eastbound at Powell Street be deleted
7 and the O'Farrell eastbound at Powell Street be added
8 to item (c), which establishes no left turns except
9 Muni, Paratransit, taxis, and commercial vehicles. So
10 basically Muni, Paratransit, taxis, and commercial
11 vehicles would be able to make a left turn on O'Farrell
12 eastbound. That's the impact of the staff request.

13 CHAIRMAN NOLAN: So when we get to that point,
14 we have to adopt the amendment first, and then the
15 amended resolution, right?

16 SECRETARY BOOMER: Yes, Mr. Chairman.

17 CHAIRMAN NOLAN: Okay. Good afternoon.

18 MR. HOWARD: Good afternoon, Mr. Chairman,
19 members of the board, Mr. Maguire, and members of the
20 public. My name is Dan Howard, and I am the project
21 manager for the Powell Street Safety Pilot. It's a
22 pilot -- project that's designed to pilot safety
23 improvements for people walking and for the cable cars
24 as well as collect data that will inform a future
25 permanent project on Powell to occur in the next few

1 years.

2 This is the staff recommended proposal. The
3 plan restricts without commercial license plates from
4 the block of -- of Powell between Ellis and O'Farrell
5 and it pilots a set of restrictions on the block
6 between O'Farrell and Geary that are designed to reduce
7 the traffic volumes on the street by 80 percent during
8 the pilot. It also proposes turn restrictions at the
9 three intersections in the project area. It designates
10 active loading zones on -- on Powell Street to become
11 either a commercial or a passenger loading zone, and it
12 creates 11 new commercial loading spaces in the project
13 area.

14 The primary motivation for this project, as I
15 mentioned, is improving safety. Over 4,000 people walk
16 on this stretch of Powell during the peak periods. And
17 during the past five years there have been 25 reported
18 collisions, including 18 injury collisions. All of the
19 injury collisions except for one involved a vehicle
20 that was striking a pedestrian crossing the street.
21 The three intersections in the project area have been
22 identified by the Vision Zero program as being some of
23 the highest injury rates in the city.

24 This is a map that shows where the collisions
25 have occurred. Most of those collisions occur at Geary

1 Street or at mid-block between Geary and O'Farrell
2 Streets. In addition to the collisions that were
3 reported to the police, the cable car division reported
4 27 additional collisions that caused damage to the
5 cable cars during that same time period.

6 The other motivation for this project is
7 cable car safety. As you know the cable cars were
8 designed and built in the 18th Century and they were
9 not designed to operate in stop and go traffic. The
10 cable, which runs at a constant speed underneath the
11 road, works best when it's gripped either fully or it's
12 let go. Just like a manual transmission car, the cable
13 grip must slip the cable while it's moving forward from
14 a stop or traveling slower than the eight miles per
15 hour that the cable travels. This slipping every time
16 it occurs causes damage to the cable.

17 As traffic congestion on Powell increases,
18 the amount of times that the grip man must slip the
19 cable goes up, which causes more damage to the cable.
20 We can measure this increased wear by looking at the
21 amount of time between cable replacements. The amount

22 of time that has -- that's decreased 40 percent since
23 2000 and it's decreased 25 percent in the past five
24 years, which shows increased wear due to increased
25 congestion.

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1 Lastly, the pilot project is also intended to
2 gather data and test pilot restrictions in anticipation
3 of a permanent pedestrianization project. The Union
4 Square Business District, the Planning Department,
5 liveability advocates and local businesses have asked
6 the SFMTA to look into streetscape improvements on Paul
7 that will replace the existing parklets, widen the
8 sidewalks, and improve the walking experience. And
9 this pilot supports that effort.

10 The project needs to balance pedestrian
11 safety and the issues with the cable cars that were
12 brought up earlier with business interests -- interests
13 that include loading access, as well as aesthetic
14 considerations to come up with a viable street design.
15 The pilot will provide the data that informs these
16 future design decisions.

17 Here are the -- the goals for the project.

18 Primarily we would be looking for a reduction in
19 vehicle volumes on the street and a corresponding
20 reduction in turning volumes. That, these changes
21 should also drive an increase in the time between cable
22 replacements during the pilot and should reduce the
23 collision rate as -- as measured during the pilot.

24 We hope to reduce vehicle volumes by
25 80 percent, as mentioned. And if the pilot

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1 restrictions don't achieve this condition, then we'll
2 return to the Board at the pilot and look at other
3 restrictions. Here's some of the data metrics that we
4 intend to collect during the pilot in -- in
5 anticipation of how the pilot will be evaluated.

6 This is the project timeline. Installation
7 will start shortly after Board approval in order to get
8 the traffic restrictions in place before this year's
9 holiday season. The holiday season is the busiest time
10 for this area. It is also the time that cable cars see
11 the most damage. After the holiday season, data
12 collection will begin and the 18-month pilot will end
13 June 4th. After that the staff -- staff will return to

14 the Board after that date and pursue permanent
15 legislation in anticipation of the pedestrianization
16 project.

17 These are the benefits that we, the staff
18 anticipates would be realized -- realized in the
19 project, including Vision Zero benefits, benefits to
20 cable car safety, improved Muni efficiency on both the
21 cable car lines and the 38 Geary, and -- and data that
22 informs the future streetscape plans for Powell. This
23 is the overview of our outreach process.

24 We went door to door to each of the 34
25 businesses on the affected blocks to discuss the

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1 project with either the owners or the managers. After
2 speaking with about 28 business owners or managers, we
3 identified five businesses in July that actually had
4 concerns about the initial project proposal. We worked
5 with those stakeholders one-on-one to modify the plan
6 and address stakeholder concerns.

7 Some of the concerns that we heard during the
8 outreach process included concerns about access for
9 both commercial and passenger loading from retails and

10 hotels, as well as issues surrounding parking
11 enforcement and then general traffic circulation
12 concerns, given that Powell Street is near Market
13 Street and the central subway closure and how those
14 projects interact with each other.

15 Staff has worked closely with the affected
16 businesses and hotels, and we've modified the design in
17 response to their feedback. The original proposal on
18 Powell didn't include any provisions for commercial
19 vehicle access except for late at night when the access
20 did not appear with the cable cars. We'd originally
21 proposed a 12:00 a.m. to 5:00 a.m. commercial loading
22 access only.

23 After meeting with the businesses in July, we
24 determined that that wasn't viable, and so we
25 accommodated 24-hour loading access for all commercial

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1 vehicles on the street. After discussion with the two
2 hotels on the block between Geary and O'Farrell, we
3 further modified the proposal to provide more access
4 for noncommercial vehicles that would pick up and drop
5 off passengers on that block.

6 So again here's the current staff
7 recommendation, only commercial vehicles, transit, and
8 taxis would be permitted on the block between Ellis and
9 O'Farrell at all times. And that also includes
10 Paratransit, in light of the previous item. For the
11 block between O'Farrell and Geary, allowances will be
12 made to accommodate passenger loading on -- on this
13 block. If the item is approved by the Board today,
14 then staff will phase in the implementation of turn
15 restrictions at Geary and Powell in order to test two
16 possible traffic routing schemes, the first being a
17 no-left-turn restriction from Geary to Powell, and the
18 second would be a right-turn-only restriction at
19 southbound Powell.

20 In addition, painted safety zones will be
21 painted at the corner of each intersection to reduce
22 the turn radii and improve visibility for the cross --
23 for crossing pedestrians. This diagram shows the
24 proposed vehicle restrictions during the pilot. As
25 mentioned, the block from Ellis to O'Farrell will be

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1 restricted to Muni, taxi, Paratransit, and commercial

2 vehicles during the duration of the pilot. For the
3 other block, staff has agreed to test the effectiveness
4 of restrictions which permit access to noncommercial
5 vehicles for the purpose of loading and unloading
6 passengers in -- in the 200-block of Powell Street.

7 The blue area, which covers southbound Powell
8 between Geary and O'Farrell will be restricted to Muni,
9 taxi, Paratransit, commercial vehicles, and vehicles
10 making pick ups or drop offs at the one loading zone on
11 that block. On the northbound side, staff recommends
12 establishing restrictions which only permit Muni,
13 taxis, and commercial vehicles during the holiday
14 season in order to promote cable car and pedestrian
15 safety during this busy time of year.

16 After the holiday season, period, the
17 restrictions will be relaxed to permit loading on
18 Powell to access both sides of the street, duplicating
19 the signs and restrictions in place on the southbound
20 side of this block if the signs do reduce traffic
21 volumes.

22 Lastly, this slide shows the changes to the
23 loading zones that are proposed to the project,
24 including reassigning the zones on Powell, which are
25 marked in blue, as either a passenger or a loading zone

1 and then creating 11 new commercial loading zones,
2 which are outlined in red in the area. I want to thank
3 the Union Square Business District and its director
4 Karin Flood, as well as District 3 supervisor Julie
5 Christianson and her staff, the Hotel Council and its
6 president, Kevin Carroll, for all their work in working
7 with us on this project and for their continued efforts
8 in the future.

9 We understand that the Board has received a
10 letter from Mr. Brett Gladstone representing the Hotel
11 Stratford and staff appreciates the hotel's support for
12 the project. And we intend to carry out the plan
13 that's outlined in items one and two in his letter.
14 The legislation before you today will provide for the
15 holiday safety zone referred to in item one, but it
16 does not provide for the exception in the left turn
17 restriction at O'Farrell for vehicles using Powell to
18 load and unload passengers.

19 Staff recommends amending the legislation, as
20 the secretary read at the beginning of this
21 presentation, to exempt the taxis and commercial
22 vehicles from this turn restriction. Staff will return
23 to the Board in January to recommend removal of the red
24 lane on the northbound Powell side -- or the northbound

25 side of Powell between O'Farrell and Geary and to

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1 recommend modifying the no left turn restriction at
2 O'Farrell and Powell to exempt now commercial vehicles
3 loading on Powell Street from that restriction. And
4 this concludes the staff presentation.

5 CHAIRMAN NOLAN: Thank you, Mr. Howard.
6 Excellent presentation. Okay. Let's hear from the
7 public.

8 SECRETARY BOOMER: Kevin Carroll followed by
9 Evan Kaiser and then Karin Flood.

10 CHAIRMAN NOLAN: Good afternoon, Mr. Carroll.

11 MR. CARROLL: Good afternoon, commissioners.
12 My name is Kevin Carroll. I'm the executive director
13 of the hotel council of San Francisco. I'm also a
14 member of the Union Square BID, a former Board member
15 of that BID. And I work with the SFMTA on the taxi
16 task force and the late night transferred working group
17 as well. I want to thank the Director Ed Reiskin and
18 the staff for their flexibility in working with us over
19 the last seven to eight weeks regarding the specific
20 concerns of the hotels that are included in this

21 project, this pilot project that you're looking to
22 approve today, especially between, on Powell between
23 O'Farrell and Geary.

24 We would like to thank Dan Howard and Sean
25 Kennedy, who have worked with us over multiple

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1 meetings, which you saw, folks and discussions to try
2 and accommodate and work with us to work with the
3 hotels that are in this district. The Hotel Council
4 does support the Powell Street Safety Pilot. We
5 strongly support what Mr. Howard just said, the, and
6 appreciate the staff's recommendation to remove the
7 northbound red zone, so that after the holidays it will
8 allow the pilot to really have equal access to the
9 hotels on both sides of that street.

10 We think this is critical for the passenger
11 loading and unloading in the operations of a hotel and
12 we also feel that it's really a fair and equal way to
13 do this program, so we strongly support that
14 recommendation. We also continue to support Vision
15 Zero and also want to make sure that the cable car
16 lines remain safe, for both our drivers, our public,

17 and the employees in the neighborhood as well.

18 We recognize that those blocks are two of the
19 highest traffic blocks in the city and many of our
20 pedestrians are the hotel guests that are using the
21 area as well. My office happens to be on that corner.
22 I see every day, both walking and from my window, all
23 the things that happen on those corners right there at
24 Geary and Powell and I realize and I see what the cable
25 car operators go through when they come down that

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1 street and are sometimes completely blocked.

2 So again, we support this program and we
3 support the safety and we also want to make sure the
4 recommendation for the red zone to be removed is
5 approved.

6 CHAIRMAN NOLAN: Thank you, Mr. Carroll.

7 MR. CARROLL: Thank you, all.

8 CHAIRMAN NOLAN: Next speaker, please.

9 SECRETARY BOOMER: Evan Kaiser followed by
10 Karin Flood and then Richard Lighter.

11 CHAIRMAN NOLAN: Good afternoon, Mr. Kaiser.

12 MR. KAISER LEFTTWO: Hi, thank you. Members

13 of the board and the staff, I'm Evan Kaiser, I'm the
14 president and CEO of the (inaudible) company, the owner
15 of the Hotel Stratford at 242 Powell, along with
16 Chairman Allen (inaudible), who couldn't be here today,
17 he's a former California assemblyman and state Senator.
18 We will shortly celebrate 100 years of continuous
19 family ownership of the Hotel Stratford. And I'm here
20 with James Daley, our operator who endorses my
21 comments.

22 We acknowledge that the pedestrian and cable
23 car is safety is everyone's concern, which is why we've
24 accepted the staff's holiday red zone, which will
25 inconvenience many of our hotel guests. This will not

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1 affect the Hotel Villa Florence's guests, since the red
2 zone will be on the north side of Powell only. Our
3 acceptance of the red zone had two caveats and we are
4 pleased that your staff is accommodating and
5 understanding of those two issues.

6 First, that the red zone for this one block
7 of Powell be removed after the first week of January,
8 and second, that at the time of the removal of the red

9 zone, an 18-month pilot program starts in which both
10 our hotel and the Villa Florence across the street will
11 be provided with guest access to load and unload in
12 front of our repetitive hotels. This will occur for us
13 by allowing left turns from the eastbound O'Farrell
14 vehicles to reach the critical Powell Street loading
15 area for the hotel.

16 The staff's January Powell pilot plan
17 suggestions are critical to our hotel. Removing that
18 zone and implementing like access rules on the
19 200-block which allow for commercial vehicles, taxis,
20 loading and unloading, and private vehicles does
21 address many of our concerns and it dramatically
22 reduces the traffic while minimizing the damage to the
23 hotel's basic operational mission, which is being
24 hospitable and welcoming to the San Francisco visiting
25 visitors.

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1 We've worked with -- with all the staff. We
2 thank Kevin, Supervisor Christianson's office, the
3 staff, the Union Square BID. We are cognizant that our
4 hotel guest experience starts with the arrival and

5 check in, which can only occur at our one entrance.

6 And as you all know, the power of a --

7 CHAIRMAN NOLAN: Thank you.

8 MR. KAISER: -- comment online is very, very
9 serious with us. Thank you so much.

10 CHAIRMAN NOLAN: Thank you.

11 SECRETARY BOOMER: Karin Flood, Richard
12 Lighter, Claude Imbalt (phonetic).

13 CHAIRMAN NOLAN: Good afternoon, Ms. Flood.

14 MS. FLOOD: Good afternoon, Chair Nolan, and
15 members of the SFMTA Board. My name is Karin Flood.
16 I'm the executive director of the Union Square Business
17 Improvement District. And as such I represent the
18 property owners in and around Union Square including
19 the stretch of Powell Street that we're talking of
20 today. I'm here to give conditional support for this
21 project, conditional because we do appreciate the cable
22 car. It does add a uniqueness to our street, and we do
23 treasure it.

24 And also I really appreciate working with Dan
25 Howard and Sean Kennedy and members of the SFMTA to

1 really work with the -- the Union Square BID throughout
2 this process and hearing our concerns. It has been a
3 very rushed process, though, I will say. So that --
4 that is the reason for my conditions, because there
5 really hasn't been ample time to really, you know,
6 think this through.

7 So the first condition is really that as per
8 some verbal commitments that there is a long-term
9 investment in Powell Street. This is a critical
10 thorough fare. There's been incredible investments
11 made by the property owners through the BID as well as
12 investments in their individual property as well as
13 Audi, who about five years ago gave a million dollars
14 to expand the sidewalk. So it's really critical that
15 we don't just put red paint down and some signs and
16 call it a day. It needs to have a long-term plan. And
17 we'd -- we'd like to very much be part of that vision
18 and that planning and lend what resources we have to
19 that.

20 Number two, traffic circulation is key. If
21 you've been down there, it's incredibly congested with
22 the central subway construction. Obviously Stockton's
23 been closed for about four years now. Ellis is still
24 closed at Market. We need traffic control officers to
25 help move the traffic through there. We need to get

1 Ellis Street open. It's a giant hole still right now.
2 It looks like it's about two weeks away from opening.

3 And finally you heard about the unloading and
4 loading issues. These merchants along Powell do not
5 have back access to their properties for this and it is
6 key to allow some access I think in a long-term plan.
7 I can see really accommodating those pedestrians and
8 making that -- that experience more positive, but there
9 does need to be some consideration for the loading and
10 unloading and where we want to work with them to -- to
11 work that out. So thank you very much.

12 CHAIRMAN NOLAN: Thank you, Ms. Flood.

13 Next, please.

14 SECRETARY BOOMER: Richard Lighter, Claude
15 Imbalt, Wes Tyler.

16 CHAIRMAN NOLAN: Good afternoon, Mr. Lighter.

17 MR. LIGHTER: Good afternoon, Chairman Nolan,
18 members of the Board. Thank you. My name is Richard
19 Lighter. I am president of Paramount Hotels, Inc. We
20 have three hotels, the Herbert Hotel 161 Powell, the
21 Spalding Hotel at 240 O'Farrell, and the Park Hotel at
22 325 Sutter. We also have Bartlett Hall, which is a
23 brew house at 242 O'Farrell. To reiterate what Karin

24 Flood just messengered. We are conditionally
25 supportive of this. Our hotel is right across from the

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1 entrance of H&M. So it's between O'Farrell and Ellis
2 Street. We have basically been eliminated from any
3 type of loading.

4 Last year, just to give you an example, it's
5 a small boutique hotel, we paid in excess of probably
6 325,000 to the city in TOT tax. So if you multiple
7 that times 8,000 rooms in and around Union Square, it's
8 substantial money. And to emphasize the purpose of my
9 comments today is to make sure we really do a long-term
10 improvement, something very similar to what has been
11 done between Ellis and Market Street at the cable car
12 turnaround.

13 I'm a little nervous when the MTA comes to us
14 and says, gee, we're going to paint some paint down and
15 we're going to put some rubber mats down and the like.
16 And there's no question that the merchants need some
17 sort of access for deliveries, but at the same time,
18 from passenger pick up and the like. And it -- it -- I
19 don't see a need for an 18-month trial period.

20 12 months certainly should be enough with a budgeting
21 fundamental behind it, so that we know where we're --
22 where we're going. Thank you very much for your time
23 this afternoon and consideration.

24 CHAIRMAN NOLAN: Thank you, sir.

25 Next speaker, please.

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1 SECRETARY BOOMER: Claude Imbalt, Wes Tyler,
2 Brett Gladstone.

3 MR. IMBALT: Good afternoon. My name is
4 Claude Imbalt at Union Square BID and I serve as
5 director of strategic initiatives, and streetscapes is
6 a function underneath my role. I first want to shout
7 out to Dan Howard. He's been extraordinary to work
8 with and it's been quite a partnership and a
9 collaboration and we've learned, I think, a lot from
10 each other in terms of the process and the content of
11 what's been discussed.

12 I just wanted to add on to Karin's condition
13 about the long-term investment and a long-term plan for
14 Powell Street. I'm trained as an urban planner, so I
15 love documents, but I also like actionable documents.

16 And I just wanted to bring your attention back to 1962,
17 Mario Kempy's (phonetic) plan for downtown San
18 Francisco included, included Powell Street as a
19 pedestrianized plaza that you could walk right up to
20 Union Square in addition to Grant Street.

21 So it goes back 50 years. And then in 1985,
22 the San Francisco downtown plan spelled out city
23 policies and objectives regarding pedestrian-oriented
24 environments as critical to the city's economic
25 success. Not really the city's downtown economic

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1 success. 1995, the downtown streetscapes plan decided
2 a long-term plan for widening sidewalks along Powell or
3 closing Powell Street to cars except for transit.

4 And then in 2010, the, what I believe was the
5 Better Streets or the Great Streets Project, in
6 collaboration with the Union Square BID put out a
7 document called Walking Streets, and it was, it
8 preceded the current promenade pilot and it was to look
9 at the very things that this pilot is going owe look
10 at.

11 So I just hope that the staff looks back at

12 the walking dollars document. Some of the key findings
13 of that was that Union Square is a primary, is -- is a
14 luxury retail district as well as value retail
15 district, but it's also a critical business and
16 employment center, which I think many people forget the
17 number of people that are employed in our district.
18 It's a major transit hub, as well as a neighborhood
19 connector to adjacent neighborhoods.

20 Some fun facts, the first blocks of Powell
21 Street dwarfs all other streets in terms of pedestrian
22 traffic. Our data shows 11,000 counts per hour at the
23 highest peaks. That's right -- that's right behind
24 Times Square in New York City. So I think that
25 demonstrates the importance. So --

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1 CHAIRMAN NOLAN: Thank you.

2 MR. IMBALT: To that point, we look forward to
3 working with the MTA.

4 CHAIRMAN NOLAN: Good. Thank you, sir.

5 Next speaker.

6 SECRETARY BOOMER: Wes Tyler, Brett Gladstone,
7 Charles Rathbone.

8 CHAIRMAN NOLAN: Good afternoon, Mr. Tyler.

9 MR. TYLER: Good afternoon. I'm Wes Tyler,
10 general manager of the Chancellor Hotel in Union
11 Square, 433 Powell. We're actually two blocks above.
12 I'm also the chair of the Union Square BID Public
13 Affairs Committee. I'm also offering conditional
14 support of the -- of the program. I'd like it to
15 really work well, because I saw a Muni Forward program
16 where it's going to go all the way up to Sutter Street.
17 So I'd like to see the bottom half accommodate the
18 merchants, meet the needs, really make it look nice and
19 take it all the way up to -- up to Sutter Street, but I
20 think the key is getting it right at this point and
21 making sure that it's something that everyone is going
22 to say, let's keep going, let's go further.

23 We all know that the pedestrianization of
24 streets is -- is a -- is a trend and it's -- it's nicer
25 and that's what people really enjoy. And so I'd really

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1 like to see this go all the way. Thank you.

2 CHAIRMAN NOLAN: Sure.

3 Next speaker, please.

4 SECRETARY BOOMER: Brett Gladstone followed by
5 Charles Rathbone and then Wade Hudson, who is the last
6 person who filled out a speaker card.

7 MR. GLADSTONE: May I have the overhead,
8 please?

9 CHAIRMAN NOLAN: (Inaudible).

10 MR. GLADSTONE: Thank you for turning that on.
11 Brett Gladstone. I am an attorney in the city and a
12 partner in the law firm of Hanson Bridgett, which is an
13 associate member of the Hotel Council. Good afternoon.
14 I am here as you probably know on behalf of the Hotel
15 Stratford. The hotel retained me a few weeks ago
16 because there was differential in the treatment of that
17 hotel vis-a-vis the Hotel Florence across the street,
18 the Villa Florence in two ways.

19 One is the red zone would be applied in front
20 of the Hotel Stratford in the northbound direction of
21 Powell and not in front of Villa Florence Hotel. Two,
22 signage was proposed from Geary allowing vehicles to
23 load by making a left turn off of Geary onto O'Farrell,
24 but there was no proposal to allow people coming
25 downtown on O'Farrell to make a left turn on Powell to

1 enable them to reach the front of the Hotel Stratford.

2 I'm very pleased to say that due to a lot of
3 work, good work on behalf of your staff and the Hotel
4 Council in the last week, we heard tonight from your
5 staff Dan Howard, that he is proposing to put in front
6 of you in January a piece of legislation, I guess an
7 amendment to your Section 601 that would correct that
8 differential. And as a result my client will hope that
9 as of that day it can be part of the 18-month pilot
10 program and that its -- its -- its guests can continue
11 to unload in front of it.

12 I show you this only because it shows that
13 there were five collisions in the mid-block that we're
14 talking about, and guess what, the collisions occurred
15 right between the Hotel Stratford and the Villa
16 Florence Hotel. And I think I can show you that if --
17 if -- if we don't have both loading zones there, people
18 will continue to cross the street and be -- be hit.
19 Thank you very much.

20 CHAIRMAN NOLAN: Thank you, Mr. Gladstone.

21 Next speaker, please.

22 SECRETARY BOOMER: Charles Rathbone followed
23 by Wade Hudson. Those are the last two people who have
24 turned in speaker card on this item.

25 CHAIRMAN NOLAN: Good afternoon, Mr. Rathbone.

1 MR. RATHBONE: Good afternoon, directors.
2 Charles Rathbone on behalf of Luxor Cab Company. We
3 salute the agency's efforts, bold innovative efforts to
4 mitigate the congestion which certainly has a major
5 impact on our business and we support this -- this
6 pilot program. Luxor is proud to be part of the
7 solution and we look forward to making this program a
8 roaring success and that you will end up expanding it
9 to many other areas. Thank you.

10 CHAIRMAN NOLAN: Thank you, sir.

11 Next speaker, please.

12 SECRETARY BOOMER: Last speaker, Wade Hudson.

13 CHAIRMAN NOLAN: Good afternoon, Mr. Hudson.

14 MR. HUDSON: I'm Wade Hudson. I'm the
15 co-owner of Yellow Cab Cooperative and a member of the
16 Taxi Workers Alliance and editor of taxitalk.info. And
17 I also want to speak in support of the proposed
18 restrictions of traffic on Powell Street. And think it
19 would be good for the city. It's a step in the right
20 direction. And it would also be good for the taxi
21 industry. I would just encourage the MTA to look at
22 better signage and more enforcement in terms of, you

23 know, the, this policy in general.

24 CHAIRMAN NOLAN: Thank you, sir.

25 MR. HUDSON: Thank you.

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1 CHAIRMAN NOLAN: Ms. Boomer, do you want to
2 read the amendment again?

3 SECRETARY BOOMER: Yes, Mr. Chairman. I'll
4 turn off the speaker from the timing, otherwise I'll
5 ding myself. All right. So the idea would be to
6 delete item (g), which establishes no left turn except
7 Muni on O'Farrell eastbound and Powell Street and it
8 would add to item (g), establishing no left turns
9 except Muni, Paratransit, taxis, and commercial
10 vehicles; it would add O'Farrell eastbound at Powell
11 Street.

12 CHAIRMAN NOLAN: Does anyone care to offer
13 that amendment?

14 DIRECTOR BRINKMAN: Yes, I'll offer that
15 amendment.

16 CHAIRMAN NOLAN: Is there a second?

17 DIRECTOR RUBKE: Second.

18 CHAIRMAN NOLAN: All in favor say aye.

19 ALL: Aye.
20 CHAIRMAN NOLAN: Opposed no. The ayes have
21 it. Do members have comments or questions on the item
22 or --
23 DIRECTOR BRINKMAN: Yes.
24 CHAIRMAN NOLAN: -- shall we do the whole
25 thing?

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1 DIRECTOR BRINKMAN: A couple. First I just
2 want to say that, thank you to all the people who came
3 down to offer comments and we absolutely hear you that
4 we want to make this the best project that we can. And
5 after this pilot period to make this look like that
6 first block of Powell, which is obviously very
7 welcoming pedestrian environment where pick up and drop
8 off, I'm not even sure happens on that block. But I
9 was -- I was really pleased to read in the SFMTA blog a
10 little interview with Willa Johnson, who is our only
11 female cable car grip at the moment. And her comment
12 in her little interview was, she doesn't have a lot of
13 complaints about her job except for the traffic on
14 Powell Street. So I think that's a really telling

15 comment here that that's going to make a big difference
16 for our grips.

17 And I don't think anybody went on vacation to
18 a city and said, that was great, but I wish there had
19 been more car traffic. So I think this is going to be
20 a really good change for this street.

21 Mr. Howard, thank you for a good
22 presentation. Just a couple of questions. What will
23 be the situation for TNCs in this block? I would
24 imagine if there is a hotel guest in a TNC, they will
25 be able to do the drop off. Will they be able to do

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1 pick up? How will that work?

2 MR. HOWARD: Through the chair, anywhere
3 there's a red lane, the TNCs will not be permitted --

4 DIRECTOR BRINKMAN: Okay.

5 MR. HOWARD: -- in accordance with the
6 citywide policy.

7 DIRECTOR BRINKMAN: Okay, all right. So that
8 will bring up the question, which I'm sure we'll solve
9 during the pilot project and then beyond of the signage
10 for that. Because as we've seen with the turn

11 restrictions onto Market Street, compliance is -- is
12 varied at different times of day and different
13 components -- different users. It does make me think
14 about curbside drop off space in general. With so many
15 people now using modes other than a private automobile,
16 it seems like for us to facilitate that curbside drop
17 off, as it seems you've done on the surrounding blocks
18 by having loading zones, that really makes me think
19 that that's something that we really need to consider
20 for the rest of the city.

21 Because if it happens for that stretch of
22 Powell around Union Square, it happens in every
23 commercial area. And I can really see us moving to a
24 point where every commercial block has some pick up and
25 drop off space at the curbside. Because as -- as we've

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1 discussed before, curbside space is not just for people
2 to park their own private cars. Curbside space is for
3 anybody who's using a car for pick up, for drop off. A
4 taxi, you know a quick -- a quick loading and
5 unloading.

6 So I think that's something that we're really

7 going to have to continue to look at in the city. But
8 other than this, I -- I just am in such full sport of
9 this project and kudos to you and your group. It
10 sounds like you really did a lot of hard work and you
11 really have come to a great, a great project. So I'm
12 really looking for to voting yes on this.

13 CHAIRMAN NOLAN: Director Ramos.

14 DIRECTOR RAMOS: Thank you. I just want to
15 echo the vice chair's comments and really commend you
16 for the compromise and this sort of happy medium that
17 you've achieved. I know that in these processes those
18 are stuff spots to find. They're not clear in the
19 beginning. So I commend you. I'm rather confident
20 that -- that we're going to see success. You know,
21 this is -- I think that it's -- it's hard to imagine a
22 world that's different from, you know, the way that
23 we've been doing things up until now, but we are, you
24 know, that -- that street has such rich pedestrian life
25 as it is, and we get even more there, when it becomes

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1 even more welcoming; I'm confident that it's going
2 to -- it's going to turn out better for everybody.

3 But without subscribing to it, I appreciate
4 the pilot. So congratulations to everyone. And thank
5 you for all of your hard work in reaching this, where
6 we are, this pilot. It's a real solid indication of
7 everyone's willingness to come together to reach for
8 something bet are than what we have now. So thank you
9 and everyone that -- that pitched in for this is.

10 CHAIRMAN NOLAN: Thank you, Director Ramos.

11 Directors? Borden?

12 DIRECTOR BORDEN: Yeah, I was just going to
13 say, thanks for all the work on this and the
14 modifications that you made as results of your
15 meetings. I do have questions about some of the
16 loadings, the -- the zones and kind of how you picked
17 where some of them were and then if -- if there's a
18 possibility like mid project, because I do get
19 concerned about people getting dropped off on one side
20 of the street and running across, because that's a very
21 common behavior for people to do.

22 And if there's a way, if we see this pattern
23 happening that, within the pilot, that you could change
24 that. I mean, can -- can we talk a little bit about
25 like first how you chose, say, which side of the street

1 in some cases the zones went into and then what -- what
2 opportunity is there to change midstream if we a
3 challenge?

4 MR. HOWARD: And are you referring to the
5 loading zones on Powell or the side streets on Powell?

6 DIRECTOR BORDEN: Yeah.

7 MR. HOWARD: Okay. So the loading zones on
8 Powell, we -- we looked at, there's four of them
9 obviously that are cut out into the parklets, three of
10 those we, we're going to paint as commercial loading
11 zones. And then the last one was a white passenger
12 zone, and that's in front of the Villa Florence. And
13 the reason why we chose that is we first did a survey
14 in June where we surveyed all 34 businesses on the
15 street and found where they do their loading and where
16 they do their passenger loading and we got a very good
17 response rate from that.

18 And from that we were able to pick out
19 which -- which zones were being used for what purpose.
20 We backed that up with many staff observations, both
21 from the Planning Department and from SFMTA staff where
22 we kind of staked out the loading zones and saw who was
23 going where and what uses. So the -- the loading zone
24 plan there reflects the predominant use. I will note
25 that on the -- on the Hotel Stratford side it's -- it's

1 -- it's a yellow loading zone, but yellow zone do
2 permit passenger loading and unloading for five minutes
3 as long as the driver remains in the vehicle. So that
4 was the -- the -- we wanted to make sure that the
5 commercial loading zone was accommodated, because it is
6 less restrictive than the passenger loading zone.

7 With that being said, we -- we essentially
8 looked at the volumes as well, the number of -- of
9 loading activities on the -- on the street and we used
10 those to determine the, whether or not we should
11 provide access from one side or the other.

12 DIRECTOR BORDEN: Right. And I would assume
13 on the side streets, it was the -- the transit access
14 lane that obviously indicated where the loading zones
15 could be.

16 MR. HOWARD: Yes, the where -- we were able to
17 create 11 loading zones on the side streets was by
18 removing the turn pockets, since they are no longer
19 necessary given that the turns are restricted. And so
20 we were able to rededicate that sidewalk space to -- to
21 loading, which is sorely needed in Union Square. We

22 already see a lot of double parking. So adding
23 commercial loading zones is only going to help that
24 situation.

25 DIRECTOR BORDEN: Great. Well, thank -- thank

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1 you for the work on this. And I look forward to seeing
2 the feedback. And then for 18, why did we choose
3 18 months versus 12 months? Just out of curiosity?
4 Someone brought that up and just wondered.

5 MR. HOWARD: Yes, so 18 months provides for
6 the holiday period, which we won't be collecting any
7 data during. And then it also provides another three
8 months for us to return to the Board and -- and do
9 legislation before the pilot legislation expires so
10 that we can have permanent legislation in -- in place,
11 so we weren't put in the position of taking the lanes
12 out only to put them back in again.

13 DIRECTOR BORDEN: Great. Thank you very much
14 for your work on this.

15 CHAIRMAN NOLAN: Director Heinicke, anything
16 from you?

17 DIRECTOR HEINICKE: Thank you very much.

18 So I think our representative from the
19 Stratford asked this question, is -- is the pilot
20 project, come January, going to include the change that
21 they're eager to see happen that is apparently going to
22 happen in January?

23 MR. HOWARD: Yes, provided the signs work, and
24 we fully expect that they will. So --

25 DIRECTOR HEINICKE: Okay. So and then on the

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1 12-month versus 18-month question that Mr. Lighter
2 raised, I -- I think I understand the explanation, but
3 is -- is it possible to just have a better sense of the
4 data in 12 months? I mean, I think that -- look, let
5 me stop and back up. First of all, thank you for all
6 your hard work and a good presentation. As you know
7 from my past positions, I think that some of these
8 street prioritization projects are great and are really
9 going to help everything move around downtown, help
10 protect our pedestrians and in this case really help
11 our -- our tourists and the associated business.

12 So I'm -- I'm very much in favor of the idea
13 generally, but I think what we're hearing from the

14 business community, and they're -- let's just say
15 there's really three things we're doing here. One,
16 we're protecting our cable cars, two, we're promoting
17 tourism, and three, we're protecting our businesses
18 that serve -- that serve the tourists who are getting
19 on and off the cable cars. So it all sort of works
20 together and it's, you know, we're chasing a synergy
21 here.

22 And the concern I hear from the business
23 community is that we -- we should know whether this is
24 working in 12 months or not and what the problems are.
25 So maybe if you still have to have it be an 18-month

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1 pilot program for legislative reasons, just that
2 administratively some of this stuff takes longer, maybe
3 it would at least be appropriate, Chair Nolan, to have
4 some sort of scheduled check-back point so that, you
5 know, if our valued business people here are coming
6 back and saying, look, this is all great except for we
7 need a yellow zone in front of this. We're not waiting
8 18 months before we address that.

9 Now I suspect you wouldn't do that, but these

10 things don't always get worked out as smoothly as some
11 of these are. And I think it would be some comfort to
12 what I hear is a little squeamishness from our business
13 community, if we at least had a dedicated date on the
14 calendar that no matter what's going on, they know they
15 can come back to us and get a hearing on, you know,
16 whatever problems they're having thus far. So if we
17 can't, for legislative reasons move the pilot project
18 back to 18 months, I think we should certainly have a
19 dedicated day a year from now that our business folks
20 can come back to us, tell us any problems.

21 And hopefully staff will be reaching out to
22 them before then to head off any of this stuff. So
23 that would be my -- my first request. And then the
24 loading for the hotels, I -- I -- I heard a little bit
25 that that's a concern here. Now this area isn't a

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1 normal traffic pattern. It's not like a, you know, at
2 7:00 a.m. it's a very busy, it's -- it's not Market
3 Street or -- well, what used to be Market Street
4 thankfully or Mission Street or, you know, the bridge
5 approaches or something like that.

6 So I'm -- I'm just, does the pilot project
7 account for that and accommodate the loading zones? I
8 mean, the -- the -- the concern I'm hearing, and I want
9 to hear a little bit more, is are we closing off
10 loading zones at times when they're going to be really
11 vital to the businesses there, but times that aren't
12 really going to affect traffic or pedestrian safety
13 because they're low traffic times any ways?

14 MR. HOWARD: To address your second concern,
15 there absolutely is a pattern on Powell Street. We do
16 notice that the traffic is very light in the morning.

17 DIRECTOR HEINICKE: Right.

18 MR. HOWARD: The original proposal was to try
19 to float out -- float out some loading hours, to have
20 loading hours be at a specific time. That, based on
21 coordinating all the schedules with the businesses,
22 we -- we couldn't pursue that. So we went with 24-hour
23 access for all the -- for all business loading. So all
24 the commercial loading on -- on this section of the
25 street, 24-hour commercial loading, no restrictions.

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1 For the -- the northern part, the block from O'Farrell

2 to Geary, passenger loading similar, 24-hour, it's no
3 restrictions. So we're not doing any hourly
4 restrictions at this time.

5 A future plan, we may find that -- that it
6 makes sense to restrict hours when the pedestrians
7 peak, the pedestrians usually peak between 3:00 p.m.
8 and -- and about 8:00 or 9:00 on the week -- on the
9 weekdays and the weekends. So we could look at that.

10 DIRECTOR HEINICKE: So but are, is -- is it
11 your sense then that there are remaining concerns about
12 loading or unloading or is that just more of a concern
13 about the future permanent plan that the business
14 people want to make sure we're cognizant of?

15 MR. HOWARD: It's my understanding that this
16 plan does include all the -- all the comments from the
17 stakeholders.

18 DIRECTOR HEINICKE: Great.

19 MR. HOWARD: So it does address all those
20 concerns.

21 DIRECTOR HEINICKE: Great, okay. Well, I -- I
22 think that's fantastic. Because I mean, look, at the
23 end, it's, like I said, it's this triangle of
24 interests. And if our, the hotels and the businesses
25 there can't get the stuff they need to serve the

1 tourists, you get -- get the whole point. So okay.
2 Well, again, congratulations and thanks for your hard
3 work here.

4 MR. HOWARD: Thanks.

5 CHAIRMAN NOLAN: Thank you. Is there an a
6 motion on the amended resolution?

7 DIRECTOR BRINKMAN: Motion to approve.

8 CHAIRMAN NOLAN: Is there a second?

9 DIRECTOR RUBKE: Second.

10 DIRECTOR HEINICKE: And I have commitment. I,
11 we don't need to put it in there, but, Mr. Director, we
12 have commitment on the check back. And -- and -- and
13 obviously the part of this should be ongoing feedback,
14 particularly with the people who showed up here today
15 and shown their interest. I know you'll do that
16 anyway, but it's nice to have it on the record that the
17 Board is expecting that.

18 CHAIRMAN NOLAN: Sure, absolutely. So we have
19 a motion and second. All in favor say aye.

20 ALL: Aye.

21 CHAIRMAN NOLAN: Opposed, no. The ayes have
22 it. So thank you very much. We'll take a very short
23 break before we get into the Warriors, okay? Great.

24 Tom, you're doing a great job.

1 (Meeting in Recess)

2 SECRETARY BOOMER: To return to us. All
3 right, all right. Item 13, adopting the California
4 Environmental Quality Act findings in the statement of
5 overriding consideration an the final subsequent
6 Environmental Impact Report for the event center and
7 mixed-use development at Mission Bay; approving those
8 elements of the project under SFMTA jurisdiction;
9 agreeing to the event center expenditure plan for
10 transportation capital and operating costs; accepting
11 the proposed terms in the Mission Bay Transportation
12 Improvement Fund and advisory committee ordinance; and
13 authorizing the Director of Transportation to obtain
14 any necessary approvals to carry out the various
15 actions to implement the project.

16 CHAIRMAN NOLAN: Good afternoon, Mr. Albert.

17 MR. ALBERT: Good afternoon, Chairman Nolan,
18 members of the board. Peter Albert from SFMTA.
19 Secretary Boomer read exactly what I was going to ask
20 you to do. So I'm glad that that's laid down in law.

21 What we're looking -- looking to do today is not just
22 those actions of adopting the CEQA findings and
23 agreeing with the expenditure plan, it's also to make
24 sure that there's adequate orientation of the project
25 and the environmental review process that we've gone

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1 through.

2 We have a short PowerPoint presentation that
3 will be led by me, my colleague, Adam Van de Water,
4 from the Office -- Office of Economic and Workforce
5 Development. Chris Kern from City Planning will come
6 up and talk briefly about an errata that will be added
7 to the environmental record. But as you -- as you all
8 know this hearing today is possible because of action
9 that just happened earlier today where the OCII
10 Commission adopted CEQA findings including mitigation
11 measures and MMRP, the Mitigation Monitoring and
12 Reporting Plan of the Golden State Warriors event
13 center arena.

14 I think I'm getting that terminology right,
15 but anyway, let me jump right into the PowerPoint plan,
16 because it really helps to understand visually. And I

17 can describe what we're -- what we're looking at as we
18 go through. We're going to go through a project
19 description. And this has been three years in the
20 making. You may remember that this is not the first
21 site that we were talking about an arena for the
22 Warriors. We were looking at one for a good year and a
23 half on Pier 30-32, the change in that location meant
24 the change -- change in some transportation
25 assumptions.

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1 Luckily I've been able to work with both the
2 Policy Advisor Group of this Board as well as the
3 Citizens Advisory Committee to bring them up to speed
4 on some of the fundamental changes, which I'll outline
5 today; but the -- the key parts of this would be the
6 transportation management plan, itself, the outreach,
7 which is a significant part of reshaping this project
8 to this new location. Adam Van de Water will walk you
9 through the financial discussion, which is the bottom
10 line to this very presentation.

11 And then there will be the -- the board
12 action items. The description of the project,

13 succinctly it's an 11-acre site. It's bounded by
14 Third, South, 16th, and Terry Francois in the southern
15 part of Mission Bay. The arena will be 18,000 seats.
16 There will be 580,000 square feet of office, 125,000
17 square feet of retail, 950 parking stalls on-site.
18 There's parking in the vicinity that we're tapping into
19 as part of our strategic transportation plan. And then
20 there's also 3.2 acres of open space on-site.

21 This diagram you can sort of live in for a
22 while because it explains a lot of the complexity of
23 trying to scale a transportation plan for a complicated
24 enterprise like the arena. What you see here is that
25 there really a variety of in frequency and volume of

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1 attendance in -- in the arena. We talk often about
2 the -- the Warriors games, which are a big part of it,
3 that's the tallest blue column, that could be 17,000
4 seats; but it's important to understand that throughout
5 the scheduling of the year, there might be smaller
6 event related to conferences, that sort of
7 Disney-on-Ice family events, concerts.

8 This is what the arena is meant to be is a --

9 is a multipurpose entertainment and recreation
10 destination for -- for Mission Bay. Now we'll run you
11 through a visuals. You get off the T-Third, which is
12 one of the, but not the only, major transportation ways
13 to get to the arena. Here we are getting off at the
14 T-Third station at South and Third. We're walking on
15 the plaza, which is giving spacious room for people to
16 gather, whether they're just trying to cross the street
17 or hang out in front of a restaurant or catch the light
18 rail. And you're working your way toward the arena,
19 which is right here. So there's this visual presence
20 of the arena, which is actually between the two office
21 buildings that you saw there, but with a lot of open
22 space that works well to activate.

23 Even when there's not an event going on in
24 the arena, this is a 24-hour open space for the
25 community. When we talk about the transportation

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1 planning, one thing I've learned in all of the
2 community outreach that we've done, and I do want to
3 acknowledge my colleague, who has been very front and
4 center in making this transportation plan work, that's

5 Aaron Miller of my staff who really did a gentleman's
6 job pulling together all modes of transportation, all
7 strategies, and all technical approvals to make this is
8 a plan that MTA could endorse.

9 But we started with the recognition that what
10 happens today, which is what people are familiar with
11 in the environment, and where, what will happen come
12 2019, 2018 when the arena is opening; there's very
13 different transportation investments that lift the
14 quality of overall transportation service. That should
15 be seen as a our baseline. The acknowledgment that as
16 of today right now, there is a bus line that's running
17 between the Bart station at 16th and Mission Bay,
18 that's the 55, which wasn't there even a year ago, that
19 was opening in concert with the hospital, but that long
20 term vision is to make that the -- the rapid bus that
21 is on the 22 line.

22 Central subway opens in 2019 with the short
23 line right south of the arena and a long line all the
24 way down to the -- to the Hunters Point-Bayview area,
25 but with always double the -- the train length, with

1 increased frequency, and service into Chinatown with a
2 connection at Bart. We have Caltrain electrifying by
3 2020. And it's kind of coincidental and opportune that
4 The Chronicle ran with a whole series of articles just
5 last weekend about this level of transportation
6 investment happening between this year and 2020.

7 Electrification for Caltrain stands out,
8 because that actually offers them the ability to be
9 much more nimble, much more frequent, and much more
10 with -- with acceleration and deceleration speeds,
11 almost like a Bart-like service for -- for 19th Century
12 rail system that we know today. The E Line ends up
13 being important for people reaching Mission Bay North.
14 That's made its debut in the weekends this summer, but
15 that will be a full time service eventually.

16 And then in addition to all of the transit
17 investments, there's the Blue Greenway, the bicycle
18 pedestrian connection, that's ultimate vision is to
19 link the Embarcadero with Hunters Point. And then some
20 streets that opened -- well, not opened, they're
21 completed, but not opened for service, that really
22 connect the disconnected grid of Mission Bay. All of
23 these elements are really what we're establishing as a
24 baseline.

25 We analyze that for capacity, reliability,

1 and the accommodation of what an arena would need; and
2 we realized we still needed more. So working with
3 SFMTA and all the modes, traffic, engineering, livable
4 streets, transit, cabs, accessible services; we've
5 augments what we call the transportation service plan
6 for this event center. And the augmentation includes
7 lines that we studied that need to be run in addition
8 to that baseline service you saw.

9 So for instance you'll see that we're using
10 the Van Ness BRT right away very smartly to run a
11 special shuttle from the northern part of the city in
12 through the Mission and connecting with the Van Ness
13 metro station and with the Bart station getting into
14 the -- the arena from the west. We have extra shuttles
15 that will be running on the T-Third and then do a like
16 shuttle that would run along the waterfront after
17 games, bus shuttles that hit the ferry terminal,
18 Transbay Terminal.

19 Bart is intercepted at three points, at
20 Embarcadero, at Powell Street, and at 16th. What we're
21 doing is making sure that we're not overwhelming any
22 one particular station, we're distributing people so
23 that they're already halfway where they want to go and

24 we're recognizing the importance of that two-mile
25 connection between the arena and huge regional transit

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1 lines like Bart, the ferry service, and Caltrain.

2 Now part of the agreements that my colleague,
3 Adam Van de Water, will talk about more including the
4 funding, are some of the expenditures that come but for
5 this project. These are revenues that we would not
6 realize as San Francisco or as MTA except for having
7 the project in place. What we were able to do with the
8 MTA cooperation was make sure that we protected what we
9 need so that we could operate a service plan that had
10 as minimal an impact on our base level as possible.

11 I'd love to say that it has no impact on our
12 base level and that's the way we planned and it we're
13 hoping that that's the way it's going to go. But the
14 way you make that happen is you anticipate how many
15 extra light rail vehicles you need to make sure that
16 we're not overcrowding the system to the point where
17 people don't want to ride light rail to the arena. We
18 figured out that that would be four light rail
19 vehicles, pretty -- pretty crowded, but nothing so

20 overwhelming that it would be considered a failure in
21 terms of what people would expect to help us get that
22 transit mode to what we want.

23 We figured out that we needed crossover
24 tracks. We needed the flexibility to get around the
25 station site so that the base service up and down the

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1 T-Third wouldn't be impacted by event trains that
2 are -- that are doing the work of moving people to and
3 from the arena. We also included a platform that now
4 it's -- it's seen as a variant in the project. If you
5 know the T-Third platforms at Third and South, I think
6 is the right intersection, they are -- they are two
7 separate platforms, a northbound platform and a
8 southbound platform, both narrow, they're on opposite
9 sides of 16th -- South Street; we're proposing to make
10 that a center platform, much like what you see at AT&T
11 Park.

12 It's -- it's wider. It allows more capacity
13 both southbound and northbound connections. It
14 actually helps that -- that platform work better from a
15 safety perspective and from a capacity perspective.

16 That's something that MTA really cared about. We also
17 care about signal, signage and signalization. I cite
18 these capital investments because this is what we show
19 we needed to build -- to base an operating plan that
20 would work for this event center. We figured out what
21 the costs of these elements are and then we put them
22 into the funding strategy that Adam will highlight that
23 explains, if we need this and we have to pay for it,
24 how do we come publish that?

25 And the good news is that there is a plan.

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1 So in addition to those big-picture items like four car
2 trains or four -- four light rail vehicles and
3 crossover tracks, there's just a lot of traffic
4 engineering and transportation planning that's gone
5 into this. This diagram just highlights very simply
6 some of the complicated striping capacity design of the
7 roads, themselves; entering the garages; understanding
8 what streets might have to be temporarily closed for a
9 major event, but where we would make sure that we're
10 not overwhelming the streets with these huge pulses of
11 people coming and going into the arena, that was some

12 classic traffic engineering there.

13 We also had think smartly about the curb,
14 itself. That there's a curb designated for cabs, curb
15 designated for Paratransit, curb designated for the
16 busses that are stored, to make sure that they can run
17 through after the event as special shuttles. And then
18 what that meant for the traffic -- the traffic lanes,
19 themselves. Would be they operating? Would they be
20 closed off to allow these extra services to get out and
21 move the volumes of people out of the way?

22 So the answers of all of this complex
23 multimodal transportation planning are shown in these
24 simple diagrams. The point is that this is the kind of
25 thinking that we should always be doing around major

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1 event centers so that we can manage transportation
2 impacts before they become a problem by being smart
3 about traffic lanes, by being smart about curbs,
4 staging busses, and then actually accommodating that
5 flow of busses in the volumes we need with parking
6 control officers, with the capacity that this grid
7 allows us to use if we're smart.

8 This is an example of the post-event shuttle
9 plan showing where we would stage those busses going
10 east, west, north, south above and beyond the regular
11 service. I'm walking you through now what we call the
12 local hospital access plan. This has been one of the
13 major achievements in the last few months of our work
14 with the Warriors, with UCSF, with our -- our own staff
15 at MTA, with the City Planning Department, and with the
16 Office of Community Investment and Infrastructure.

17 What we have here is an understanding that
18 people are smarter than signals. And when humans are
19 deployed to manage traffic, they can do things like
20 unblock the box. They can hold traffic a little bit
21 longer to let pedestrians cross more safely. They can
22 make sure that the volumes of people needing to get to
23 transit can get to the platform and the train can just
24 wait three more seconds. This is what we've done
25 successfully in a lot of our special event planning.

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1 So we built a plan that says, not only do we
2 use these people to manage traffic for special events,
3 we recognize that it's 7:00 at night or around then,

4 there's a nurse shift at UCSF that needs people to
5 come, I -- I think it's something like 500 nurses if I
6 remember correctly, at that -- at that nurse station.
7 They cannot afford to be stuck in the traffic of people
8 going to the arena. So we took this basic plan of how
9 we would handle parking control officers and being
10 smart about the streets and we blew it out a level to
11 say, in addition to having an on-site transportation
12 manage center, which is the red star and these blue
13 stars, which are the parking control officers that
14 dispatch traffic -- manage traffic and dispatch the
15 train operators and help things flow better; we did an
16 analysis and said, if we put some people a little
17 farther out and they can help at some key advantage
18 points, key entry points into Mission Bay, for instance
19 at Seventh Street or just under the freeway on the
20 other side of 16th Street from -- from the hospital;
21 we're actually starting to be able to manage the
22 traffic at the periphery, so that it can, if you're
23 going to the arena, you're -- you're -- you can
24 actually be -- you can be helped in terms of whether
25 there's a conflict with the mode of pedestrian or

1 traffic, but you can also use these people as resources
2 to help you find the parking spaces to help avoid that
3 problem of people driving around unfamiliar.

4 They've been to a concert -- they -- they
5 know there's a concert, they've never been here, these
6 PCOs become the ambassadors and the traffic managers at
7 the same time. It isn't quite enough, though, when you
8 want to protect the access for the nurses in the
9 hospitals, as well as for local residents who just want
10 to get through this part of town. So we threw another
11 range of PCO resources out there, and this is what this
12 diagram represents. Those blue streets are streets
13 that are in the core part of the Mission Bay campus
14 that don't add value to get into the arena, but they
15 are the blue streets that help nurses arrive to the
16 front door of the hospital and to the nurse stations.

17 They, the blue streets don't -- don't offer
18 anything for people trying to park, but they mean
19 everything to people trying to get to work on time. So
20 in addition to identifying the streets that matter to
21 the local and hospital access plan, and the purple line
22 indicates an arterial that's really important just for
23 locals. Again, not the same as people going to the
24 arena, but people just trying to go from north to
25 south. We added additional PCOs whose job it is to

1 direct people to the arena, away from these internal
2 streets and actually make sure those streets are
3 operating only for people who need to be there.

4 We're going to work with UCSF on a badge
5 system, so that on these big events, and the dual events
6 especially, those are when there's an event happening
7 at the Giants ballpark and something happening at the
8 arena that the people who need to get to the hospital
9 show a badge, get through the PCO control system,
10 because they've already got this understanding, use
11 those blue streets, get to their front door.

12 What I didn't highlight here, and it's a very
13 important point, is that there is an emergency access
14 plan that goes east-west and north-south, that if
15 you're trying to, if you're in an ambulance or you're
16 in an emergency vehicle and you need to get to the
17 hospital, that private or that transportation access
18 route that is the T-Third, the transit-only
19 right-of-way there and the transit only right-of-way on
20 16th becomes an emergency vehicle lane.

21 It's -- it's permitted by the California
22 Vehicle Code. These PCOs help make sure that that

23 transit lane is protected for that function. In
24 addition, those PCOs can help wave somebody who's got a
25 medical emergency and isn't in a

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1 flashing-light-and-sort-of-siren vehicle to get onto
2 those transit lanes and get to the front door of the
3 hospital as well. So they become more than just
4 traffic managers, they become part of the life safety
5 access plan for this whole network.

6 This is pretty innovative strategy. We
7 looked at a bunch of cities in America that have event
8 venues next to hospitals. We saw nothing like this.
9 We wouldn't have been able to build this without the
10 cooperation of UCSF, without the cooperation of the
11 neighbors in Mission Bay. So it's a point of
12 accomplishment that we think is very in tune to the
13 particular needs of the neighborhood while allowing
14 this event center to flourish.

15 There's transportation demand management,
16 always part of any big project that we work on in terms
17 of we wanting -- wanting to change travel behavior.
18 Some of the highlights here would be an on-site

19 coordinator for transportation demand management.
20 Using realtime smartly. So people who are leaving the
21 arena can know when the realtime trains are coming, but
22 also people who are trying to find a parking space can
23 get realtime information about garage availability.

24 We also want to make sure that the Clipper
25 Card becomes a really important tool. These aren't

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1 just Muni riders, these are people who might be riding
2 the ferries, Caltrain, or Bart. With Clipper as -- as
3 the passport for getting to and from the arena, that
4 helps the transit mode split stay high, but we also put
5 a Clipper vending facility on-site so people can add
6 value and not stand there making a train wait 10
7 minutes as they're fumbling for exact change.

8 There are other elements of all of these
9 transportation demand management measures that help us
10 with those mode splits. Sponsoring -- sponsoring a
11 bike share station, expanding bike valet parking. Even
12 bundling a transit fare into the transit, into the
13 ticket, itself, that's yet another incentive for people
14 to feel comfortable taking transit. But this is part

15 of how we make sure all those investments make sense.
16 It's one thing to spend millions of dollars in capital
17 investments, it's another thing to nudge people into
18 using them the way we need them to.

19 I'm almost wrapping up the part of my
20 overview, which is, wouldn't be complete without
21 parking. There's a lot of concerns about parking,
22 because parking is a factor in the congestion and
23 traffic. In addition to the transportation management
24 that we showed around the site of the arena, this
25 location just a bit south is about intercept parking.

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1 There are two parking facilities we're working with the
2 port right now to clear as parking resources for the
3 neighborhood and for the special event. A smaller one
4 at 19th and Illinois, which would be 250 spaces, a
5 larger one about 800 spaces down near Cesar Chavez and
6 Third around Pier 80.

7 Those are venues that we would, not only
8 alert people to, so that they're not driving around the
9 arena vicinity trying to find a place to park, but they
10 would be met with a free shuttle when there's a special

11 event so that they don't have to worry about the
12 parking they think they have in their app that this is
13 a space they can use. They get there, the shuttle
14 picks them up. That level of stress is taken out of
15 the equation of getting to and from the arena. And it
16 reduces the congestion around Dogpatch and around
17 Mission Bay and around the hospital.

18 The outreach is how we got to this level of a
19 plan. We -- these ideas aren't just from MTA, although
20 we have some great ideas at MTA. These came from the
21 community. These came from the businesses. They came
22 from the Ballpark Mission Bay Transportation
23 Coordinating Committee who helped me indelibly in
24 making sure that we had the vantage points of the life
25 science firms, the community residents, the Giants,

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1 UCSF.

2 We met with Mission Bay -- we met with
3 neighbors in Mission Bay, Rincon, and Potrero,
4 Dogpatch. The Bicycle Coalition, WalkSF, these are all
5 some of the people who helped shaped this plan. We had
6 12 meetings with the Mission Bay CAC though, and that's

7 a pretty important group to acknowledge, because they
8 came out with a full endorsement, I think it was, yes,
9 8th October, a 90 endorsement that this plan addressed
10 their concerns about the arena in their neighborhood.

11 We had a similar great outcome with the
12 group, the Coalition of Life Science businesses in the
13 vicinity where they came and wrote a supportive letter
14 in October about this project. So I just always want
15 to go with the outreach as being a big part of our
16 success, but the bottom line is how we pay for it. And
17 I think that it would be fair to say that none of the
18 people would have felt confident endorsing this project
19 if they weren't convinced we had a good financial plan.

20 To talk about that financial plan, I hand the
21 microphone over to my colleague, Adam Van de Water over
22 at OPDW.

23 CHAIRMAN NOLAN: Good afternoon,
24 Mr. Van de Water.

25 MR. VAN DE WATER: Thank you, Chair Nolan,

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1 members of the board. Thank you, Peter. And thank you
2 to the -- the team and the community that put a lot of

3 time and effort into getting us where we are today.
4 You heard Peter talk about unanimous approval from the
5 Mission Bay CAC, formal endorsement from the hospital
6 across the street, UCSF Mission Bay, formal endorsement
7 from the biotech community that surrounds the site; and
8 that's all thanks to the large work of a number of --
9 of the folks in the room you'll be hearing from
10 shortly, but also to real and concrete plan for
11 enacting some of these proposals and -- and putting
12 into place the resources to fund them.

13 So we commissioned, at the beginning of this
14 process, the Warriors elected to move to this site in
15 Mission Bay in April of 2014, and we engaged in
16 Economic and Planning Systems, an outside consultant to
17 conservatively look at the revenues that would be
18 generated by the site. And I'm talking net of the
19 property tax increment that stays in the redevelopment
20 project area for affordable housing and for
21 infrastructure, those revenues that come to the city,
22 whether dedicated and restricted or available for
23 discretionary use.

24 We wanted to be absolutely certain in those
25 numbers, so we had Keyser Marston Associates, a second

1 independent outside consultant, peer review those
2 funds, and we engaged our Controller's Office who
3 concurred in those results. The results indicated that
4 the arena, once operational, will generate about
5 \$14.1 million in annual tax receipts to the city and
6 county. I won't go through the specific listings, but
7 they are detailed in the slide before you. And these
8 are everything from sales and parking and property
9 taxes to payroll and special dedicated sources.

10 When we look at the use side of that, there
11 are some funds that are dedicated by charter and by the
12 voters for library, children's, open space, county,
13 Transportation Authority, public-safety-type funds.
14 That -- that totals about 2.9 million, and we're not
15 touching those funds, those go to their dedicated
16 sources. Our total city operating costs are largely
17 transportation and MTA related, but they also include
18 the SFPD for extra public safety foot patrols in the
19 neighborhood and a little bit of extra funding from the
20 Department of Public Works to backstop the Mission Bay
21 Management Corporation in terms of street sweeping and
22 cleanliness in the neighborhood, that totals
23 \$6.1 million.

24 I'll talk for a second about some of the
25 capital improvements that Peter mentioned. In net of

1 the one-time sources, there's a to debt service payment
2 to make sure that we can deliver those costs without
3 impacting the MTA operating budget, and that totals
4 about 2.7 million. Leaving two funds. One is a Dual
5 Event Fund, which is in today's dollars about 900,000,
6 by the time the arena opens, about a million dollars.
7 And that is really for those peak of peak scenarios
8 when you have an event at AT&T Park and an event at the
9 arena.

10 Keep in mind basketball and baseball are very
11 complementary. You may have watched the World Series
12 just concluding earlier this week, and you may have
13 also watched the Warriors that are now four games into
14 their season and off to a roaring start. So there's --
15 there's really only overlap at the pre- and
16 post-season. At the tail ends of either season.

17 It's -- it's really when there's a concert or
18 a private event at one venue and a -- and a sporting
19 event at the other that this would occur, but when that
20 happens we want to make sure that there is added
21 resources so we give flexibility to the Director of

22 Transportation and his staff to put into play extra
23 service, whether that be parking control officers,
24 transit, bus service, so that we know that people can
25 get there by their mode of choice.

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1 And then one, there's still a remaining
2 balance of \$1.5 million. In the first several fiscal
3 years we are including that in a fund I will talk about
4 shortly to build up some accruals in case that there
5 are things that we did not foresee in our analysis.

6 On the capital side you heard Peter talk
7 about we're going to be purchasing four of the new
8 Siemens light rail vehicles, installing crossover
9 tracks to provide extra reliability on the T-Third
10 service, expanding the platform closest to the arena
11 and installing some signals and closed circuit TVs and
12 other upgrades to the transportation management
13 center -- center on-site. Those capital improvements
14 total about \$55 million one-time. And the resolution
15 before you today has the allocation of the one-time
16 sources from the project, the transportation impact
17 development fee, some, the real property transfer tax

18 and some construction-related sales and use taxes
19 towards that one time cost leaving an available balance
20 to finance, and that's that 2.7 million I just covered
21 in the previous slide.

22 So on October -- on October 6th, we
23 introduced at the Board of Supervisors, a Mission Bay
24 Transportation Improvement Fund. It was supported by
25 the mayor and 10 of the 11 supervisors and will be

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1 heard by the Budget and Finance Committee, the Board of
2 Supervisors on Monday the 9th and then if forwarded out
3 of committee, at the full Board of Supervisors in
4 December. But that fund, which we cannot act on until
5 we have certification, which we just had from OCII, the
6 office of community investment and infrastructure, just
7 a few hours ago certifying our EIR, would do a number
8 of things.

9 It would appropriate, on an annual basis, it
10 still is subject to annual appropriations by the Board
11 of Supervisors, in the first five fiscal years the full
12 amount of these project-generated sources as estimated
13 by our Controller's Office; it will go to those sources

14 I described and build up what we think will be a
15 reserve to address any unforeseen circumstances. There
16 is built-in public review and accountability so that if
17 a future mayor or a future board in their
18 appropriations authority should decide to make a
19 different appropriation to the fund, it triggers a
20 number of public hearings to make that a very
21 transparent process, but it preserves the right in a
22 future fiscal emergency to appropriate differently.

23 It creates a five-member advisory committee.
24 These five seats include representative of the
25 ownership of the Warriors; a representative of the

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1 University --- University of California San Francisco;
2 a representative of the residential neighborhood in
3 Mission Bay or the immediately surrounding
4 neighborhoods; a representative of the commercial
5 interest of Mission Bay, not hospital and -- and
6 Warriors; and a designee of the district supervisor.

7 So that five-member body would be making
8 suggestions and recommendations to the MTA as part of
9 their annual budgeting process and as part of the

10 expenditure of some of those discretionary funds. And
11 again, that action is calendared for this coming
12 Monday.

13 So if we focus in exclusively on the MTA, you
14 heard me talk about 6.1 million in operating costs,
15 about 5.1 million of that is dedicated to the MTA.
16 That consists of two sources. One is charter formula
17 mandates to the MTA of about \$3 million, and the other
18 is about 2.1 from General Fund discretionary sources as
19 passed through the Mission Bay Transportation
20 Improvement Fund. There's that \$2.7 million payment
21 for capital improvements and the \$.9 million dual event
22 reserve. So it's 3 million in charter funds and about
23 5.7 from city resources.

24 This is a pretty strong commitment from the
25 mayor and the Board of Supervisors to put

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1 transportation resources into this neighborhood from
2 the project and do it in such a way that it does not
3 impact the MTA operating budget.

4 So finally today the action item before you
5 is a resolution that does a number of things. First it

6 adopts CEQA findings in a statement of overriding
7 considerations in the final subsequent EIR, including
8 the Mitigation Monitoring and Reporting Program. It
9 approves elements of the project under your
10 jurisdiction as the MTA. It agrees to the expenditure
11 plan for transportation capital and operating costs.

12 And I -- I do want to pause and thank the
13 numerous members of the MTA staff who has put a lot of
14 blood, sweat, and tears into creating that expenditure
15 plan, that curb management plan, that transportation
16 service plan. And really proactively looking ahead to
17 what this neighborhood is going to look like in 2015.

18 And then it's also accepting the proposed
19 terms in the Mission Bay Transportation Improvement
20 Fund ordinance as proposed at the Board of Supervisors
21 and authoring -- authorizing the Director of
22 Transportation to continue with obtaining otherwise
23 necessary approvals to carry out the actions to
24 implement the project.

25 So I think what we have before you today is a

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1 very robust and transit-first multimodal transportation

2 plan to serve, not only the arena, but Mission Bay and
3 this whole growing southeast part of San Francisco.
4 And with that, I think we'd be happy to entertain any
5 questions.

6 CHAIRMAN NOLAN: Thank you very much --

7 MR. VAN DE WATER: Thank you.

8 CHAIRMAN NOLAN: -- Mr. Van de Water.

9 We'll probably hear from the public first, or
10 do you have -- or do you have, do you want to add one
11 thing, Mr. Albert?

12 MR. ALBERT: Excuse me, I did want to also
13 allow Chris Kern from City Planning to get up and talk
14 a bit about the errata with the environmental review.
15 Thank you.

16 MR. KERN: Good afternoon, Chair Nolan and
17 members of the board. Chris Kern with the
18 Environmental Planning Division, City Planning. And I
19 just wanted to cover a few minor revisions to the
20 Mitigation Monitoring and Reporting Program, which as
21 Adam mentioned, you'll be considering adopting today.
22 These were changes that were made at the OCII
23 Commission hearing earlier today on the certification
24 of the EIR.

25 So beginning with the mitigation measure

1 MTR9D, that's the event center exterior lighting plan,
2 we have added the words -- well, I'll just read it,
3 it's fairly. Avoid the use of light configurations
4 similar to those associated with the UCSF helipad
5 landing area, and here's added text, and where
6 feasible, locate primary outdoor lighting displays and
7 television/lighted screens away from the projected --
8 from the project property line at 16th Street, South
9 Street, or Third Street. And then we've struck the
10 word feasible at the end of that sentence.

11 Next mitigation measure MNO4B, noise control
12 plan for place of entertainment permit. I'm not going
13 to read the whole measure, it's lengthy, but just note
14 that we have corrected the measure to reference the
15 police code and not the municipal code. That was just
16 a typo.

17 Mitigation measure MAQ2B, that's Mission
18 offsets. Again, I won't read the whole measure, but we
19 made an important change. This is regarding the
20 payment of offset fee to the Bay Area Air Quality
21 Management District to offset ozone precursors. And
22 we've changed the text about the amount of the offset
23 from in an amount of not to exceed \$18,030 per weighted
24 ton to no less than \$18,030 per weighted ton.

25

And then finally, just a correction, we

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1 incorrectly, in the MMRP table, in two places, state
2 that the full text of the transportation management
3 plan is attached to the MMRP. That is not correct. A
4 summary table of the TMP is included as part of the
5 MMRP, but not the full text. And that's all. Thank
6 you.

7 CHAIRMAN NOLAN: Thank you, Mr. Kern.

8 Okay. Let's hear from the members of the
9 public, Ms. Boomer.

10 SECRETARY BOOMER: Corinne Woods followed by
11 Kathryn Sharp and then Nick Balone (phonetic).

12 CHAIRMAN NOLAN: Good afternoon, Ms. Woods.

13 MS. WOODS: Good afternoon, commissioner,
14 Mr. Reiskin. My name is Corinne Woods. I chair the
15 Mission Bay Citizens Advisory Committee, and I
16 represent the Mission Bay CAC on a group called the
17 Ballpark Mission Bay Transportation Coordinating
18 Committee. We've spent the last 15 years surviving the
19 Giants in our neighborhood, and we've learned a lot.

20 And one of the things we learned was that

21 adequate funding for MTA, whether it was for transit or
22 for PCOs or for whatever it needed, was critical to
23 having our neighborhood survive the kind of impacts we
24 get. That's why this transportation fund is so
25 critically important, because what happened during the

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1 recession was that your budget got cut and therefore
2 the number of PCOs and all other resources available,
3 when we had still 40,000 people coming to ball games,
4 got cut.

5 And so when we first started talking to the
6 Warriors about having this arena, and this was when we
7 were still thinking of doing it at 30-32, we said,
8 you've got to fund it. You cannot just wave a
9 magic wand and expect the city to pay for these
10 services. Well, we're glad to see this funding happen.
11 We're glad to see that there's this support. There is
12 still kind of a disconnect between the requirements of
13 the EIR in transportation and this new fund in the way
14 it's going to be managed.

15 And we're still working with Peter Albert,
16 you know, thank God here's here, and Aaron and the

17 group to try and make these things connect with each
18 other so that we can use the benefit of what we've
19 learned on the BTCC --

20 CHAIRMAN NOLAN: Thank you.

21 MS. WOODS: -- for the benefit of this new
22 plan.

23 CHAIRMAN NOLAN: All right, thank you.

24 Next speaker, please.

25 SECRETARY BOOMER: Kathryn Sharp, Nick Balone,

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1 Pat Valentino.

2 CHAIRMAN NOLAN: Good afternoon, Ms. Sharp.

3 MS. SHARP: Good afternoon. I'm Kathryn
4 Sharp. I head Community Affairs for FibroGen. We are
5 one of the 13 companies in the life science industry in
6 San Francisco that issued a letter of support for the
7 Warriors arena. One of the things that was critical
8 for us in making this final decision is the resolution
9 that's currently before you. In our minds this was
10 actually a tipping point. Without the commitment of
11 both the city, and your agency, the monies, and the
12 commitment of the city to see to it that these are,

13 these actions are followed through, this wouldn't work;
14 but we felt with the work that has been done, the
15 effort that has been put into this, the coordination
16 that we've been able to engender with the Warriors,
17 themselves, that we could make this work.

18 And therefore we issue for submission, the
19 letter of agreement and support.

20 CHAIRMAN NOLAN: Thank you.

21 Next speaker, please.

22 SECRETARY BOOMER: Nick Balone, Pat Valentino,
23 Tom O'Connor.

24 CHAIRMAN NOLAN: Excuse me. Good afternoon.

25 MR. BALONE: Good afternoon. My name is Nick

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1 Balone. Good afternoon, board of directors,
2 Mr. Reiskin. It's nice to see all of you today. My
3 name is Nick Balone. I'm a native San Franciscan and a
4 lifelong resident. I'm here to support the Warriors
5 transportation fund. This fund will ensure that
6 another, at least another 10 million annually will
7 be -- will be spent on traffic mitigations of the, for
8 the life of the arena. This is something that I know

9 is great because I deal in the Richmond District and
10 I've got two giant concerts and I know how you need to
11 have those during those times. So this is great to
12 have the funding for it.

13 You know, it's great to have the dedicated
14 funding for the neighborhood, because they've been
15 asking for it and it's something great to have. Being
16 the VP of a neighborhood association, I know how hard
17 it is to get -- get these kind of funds. And for this
18 to be approved would be a wonderful of thing for a
19 neighborhood to have. It's great that the -- that the
20 Warriors worked for the city and UCSF to address the
21 community's concerns on traffic.

22 It's been something I keep hearing when
23 dealing with this and it's been something that's been
24 great that's continuing to be addressed at all times
25 and it's something that you guys are, should be

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1 complimented on working with this. The community focus
2 has allowed the team to develop a comprehensive plan
3 that will be paid for fully and funded solely by new
4 revenues by the Warriors project, itself. The

5 Transportation Improvement Fund is designed to
6 guarantee that the resources will be in place to manage
7 the flow of visitors and traffic and transit in the
8 area around the arena once it opens.

9 Again, I know how it is dealing with those
10 concerts. So it's something that's major to have for
11 these, for this neighborhood. And I hope you guys just
12 support this resolution. It would be great for it. So
13 thank you all. Have a good day.

14 CHAIRMAN NOLAN: Thank you.

15 Next speaker.

16 SECRETARY BOOMER: Pat Valentino, Tom
17 O'Connor, John Templeton.

18 CHAIRMAN NOLAN: Good afternoon,
19 Mr. Valentino .

20 MR. VALENTINO: Good afternoon. My name is
21 Patrick Valentino. I'm the president of the South
22 Beach Mission Bay Merchant's Association. I'm also
23 here as a neighbor who lives in the South Beach Mission
24 Bay area. This transportation fund is critical. I --
25 I think there's several pieces of good news that come

1 with us. Number one, the Warriors listened to the
2 community. We've seen this evolution over the past
3 year. Number two, the funding that we're going to see
4 happen and the upgrades are needed.

5 And what -- what I think we'll see is a net
6 benefit after this is done. A lot of the folks in the
7 neighborhood are actually really excited about this
8 project coming online for the benefits of the
9 transit -- the benefits from transit. I also have to
10 give credit to Peter and Adam. These guys really are
11 incredibly thoughtful in putting together this
12 transportation program. It was interesting, I started
13 to do some research to see if other arenas had similar
14 transit plans. I couldn't find anything on it.

15 And I think Peter mentioned there's no other
16 arena had put something forth like this when it's next
17 to a hospital, or I couldn't find essentially anything
18 on there. In fact, one day I saw Peter jogging, and he
19 was -- he -- he, I'd constantly see him jogging through
20 our neighborhood. And he was -- he stops and he starts
21 talking about, you know, transit solutions. I mean,
22 that to me is true dedication, when the guy is running,
23 not clearing his head, but actually thinking about, you
24 know, we could do this and we could bring in people
25 better that way.

1 We could also look to the 9,000-seat event
2 arena that was for America's Cup. I know that the
3 ranges will go up and down for this arena, but 9,000 is
4 the approximate average. They have just achieved an
5 83 percent transit split. I think that's incredibly
6 important to look at. We can get people on transit.
7 The Bike Coalition is happy. I think this is going to
8 be the most bike-friendly arena.

9 So you've got this transit fund, you've got a
10 transit-friendly arena, you've got one of the most
11 bike-friendly arenas. I think we've got all the things
12 moving in the right direction, so please support this
13 fund. Thank you so much.

14 CHAIRMAN NOLAN: Thank you.

15 Next speaker, please.

16 SECRETARY BOOMER: Tom O'Connor followed by
17 John Templeton and then Barbara French.

18 CHAIRMAN NOLAN: Good afternoon, Mr. O'Connor.

19 MR. O'CONNOR: Good afternoon, I'm Tom
20 O'Connor, president of the San Francisco Firefighters
21 as well as an active duty battalion chief here for the
22 San Francisco Fire Department. And I'm here to talk
23 about one specific aspect in regards to this proposal

24 and that's emergency vehicle access and UCSF. Now
25 as -- as part of this agreement, UCSF, the city, and

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1 the Warriors have a new Mission Bay Transportation
2 Improvement Fund has been created. This new fund,
3 which will be fully paid for by the new revenues, will
4 also help manage the flow of visitors, emergency
5 vehicles, traffic, and transit to Mission Bay.

6 Now it's a huge sum of money, \$10 million
7 that will be available every year annually for traffic
8 mitigation for the life of the arena on top of the
9 \$40 million in other revenue that will be created. Now
10 this fund will pay for all the things needed to make
11 sure the transportation plan is success for this
12 development. We have a new expanded light rail
13 station, four new light rail cars, increased service
14 before and after the event, ample traffic control
15 officers for all event.

16 But the fund also pays for a local access
17 plan to ensure that emergency vehicles, doctors,
18 nurses, and visitors to the hospital are not waylaid by
19 traffic. This is critical to your first responders,

20 because at all other hospitals around San Francisco,
21 there isn't this dedicated lane for emergency
22 responders to get to hospitals. So to have the
23 foresight ahead of time to put this into the plan is
24 really near and dear to us and will make a vital and
25 critical difference to San Franciscans and to visitors

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1 and to anyone that has to visit this hospital.

2 So we -- we -- we wish that every other
3 hospital had this sort of access, we're glad that we're
4 thinking ahead of time this way, and we urge you to
5 support this proposal.

6 CHAIRMAN NOLAN: Thank you, Mr. O'Connor.

7 Next speaker, please.

8 SECRETARY BOOMER: John Templeton, Barbara
9 French, and then Dimitri Blazedale (phonetic). He's
10 the last person who turned in a speaker card.

11 CHAIRMAN NOLAN: Good afternoon,
12 Mr. Templeton.

13 MR. TEMPLETON: Good afternoon. When the
14 branch library campaign was done, they ran out of money
15 before the renovation of Bayview Library and the late

16 Linda Brooks Burton came to me and said, you know,
17 Bayview always gets the short end of the stick. And so
18 we went to the Library Commission, we got a million
19 dollars out of operating money to actually create a new
20 library. And during that process I spent a lot of
21 nights on the Third and Revere platform waiting for the
22 T Line.

23 And the first thing that I thought about when
24 I read about this was that there's no way that the T
25 Line can service an additional 20,000 people. So I

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1 looked into it a lot further and saw the report that
2 Power did about the -- the -- the different ways that
3 transit is operating in the city for poor people and
4 young people as opposed to the things like the Twitter
5 bus that we have directly from Caltrain. And I guess
6 the precedent of the Bart Airport Connector case is
7 that you can't favor high income, you know, more
8 desirable customers over low income.

9 And that's what our California's
10 environmental justice law specifically prohibits. So
11 this plan doesn't compress the fact that T Line doesn't

12 work for Bayview right now. Thanks.

13 CHAIRMAN NOLAN: Thank you, sir.

14 Next speaker, please.

15 SECRETARY BOOMER: Barbara French followed by
16 Dimitri Blazedale and then lastly Tom Lippy.

17 MS. FRENCH: Hi.

18 CHAIRMAN NOLAN: Good afternoon, Ms. French.

19 MS. FRENCH: Chair Nolan, members. Barbara
20 French, vice chancellor at University of California San
21 Francisco. On behalf of UCSF I'm here today to express
22 our support for the Warriors event center and mixed-use
23 development and specifically for those elements of the
24 project that are before you today. Earlier today we
25 did provide public comment at, in front of the OCII in

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1 support of the project. When the Warriors first
2 announced its intent to build a new event center and
3 mixed-use development at Mission Bay, we began to take
4 a hard look at how such a development would impact our
5 Mission Bay campus, with particular attention to our
6 new hospital, which serves women, children, and cancer
7 patients.

8 As we studied the project, our concerns
9 quickly focused on traffic impacts and specifically to
10 the impacts that an event center would have on those
11 hospitals for emergency vehicles, patients, and
12 families, as well as the more than 3,000 employees that
13 work at those hospitals. In analyzing the project, we
14 focused on traffic that would be generated during
15 periods when the event center would be hosting large
16 weekday evening non-basketball event at the same time
17 that the Giants are in town playing at home.

18 And we looked at these, this, these
19 particular circumstances, which could bring up to
20 60,000 people into the neighborhood, because we
21 identified that as likely having the most impact on our
22 patients and employees trying to get to the hospital.
23 During this time our chancellor publicly announced
24 qualified support for the plan pending an agreement
25 with the city and the Warriors, and a few weeks ago

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1 we're happy to announce we reached such agreement.

2 Elements of that plan were discussed today,
3 including the local hospital -- hospital access plan.

4 So all of these things together brings us a high degree
5 of confidence that the level of traffic monitoring and
6 management is sufficient, more than sufficient to
7 ensure that people who need to get to our hospital will
8 be able to do so. And for those reasons we're
9 supporting the project and the items before you. We
10 encourage your support.

11 CHAIRMAN NOLAN: Let me just ask --

12 MS. FRENCH: Thank you.

13 CHAIRMAN NOLAN: -- one question, Ms. French,
14 if I may. The helicopter issue was raised, lights.

15 MS. FRENCH: We're satisfied. We gave --

16 CHAIRMAN NOLAN: You are with that.

17 MS. FRENCH: -- comments into the draft EIR,
18 and we're satisfied. They also made changes with the
19 cranes so that the cranes don't interfere with the
20 flight path of the --

21 CHAIRMAN NOLAN: Thank you.

22 Next speaker, please.

23 SECRETARY BOOMER: Dimitri Blazedale followed
24 by Tom Lippy, the last two speakers.

25 CHAIRMAN NOLAN: Good afternoon, sir.

1 MR. BLAZEDALE: Chairman Nolan, members of the
2 board. My name Dimitri Blazedale. I'm speaking on
3 behalf of the Mission Bay Alliance today. I brought
4 with me a letter prepared by my colleague, Pat Solari
5 (phonetic). This was separately emailed to your
6 office. I only have four hard copies. I apologize for
7 not having enough for each of the members of the board.
8 I'd just like it highlight a few, a couple of portions
9 of -- of this letter.

10 The first point I want to raise is that the
11 failure to include the transportation management plan
12 and transit service plan within CEQA as -- or sorry --
13 as within the draft or within the final EIR as
14 mitigation measures is a failure to comply with CEQA.
15 This is not just a technical file. The failure to
16 analyze its feasibility and efficacy and particularly
17 the feasibility and efficacy of alternatives mean that
18 the final EIR is inadequate.

19 The second point that I'd like to raise is
20 that the fair share fee allocations that are contained
21 within the project have not been adequately analyzed
22 under CEQA, specifically the decision in Anderson First
23 Coalition requires that the plan be enforceable and
24 that payment for the hall mitigation measures be
25 assured and pursuant to an enforceable mechanism.

1 There is no such mechanism here for the half, or I
2 should say more than half of the -- of the financing
3 that is going to come from the city budget. And in
4 fact, the staff memo that's been prepared for the SFMTA
5 concedes exactly this point.

6 The final thing that I want to bring up today
7 is that the -- is that in financing several very
8 significant transportation improvements, there is a
9 public subsidy for the developer. And under Government
10 Code Section 53083, this body is required to do, to
11 follow the careful substantive regulations, including
12 carefully studying those things and having a public
13 hearing on -- on that issue.

14 CHAIRMAN NOLAN: Thank you, sir.

15 MR. BLAZEDALE: Okay, thank you for your time.

16 CHAIRMAN NOLAN: Thank you, sir.

17 Okay. Next speaker, please.

18 SECRETARY BOOMER: Last speaker is Tom Lippy.

19 CHAIRMAN NOLAN: Good afternoon, Mr. Lippy.

20 MR. LIPPY: Good afternoon, members of the
21 board. My name is Tom Lippy. I also represent the
22 Mission Bay Alliance. And I wanted to speak to you in

23 your role as a responsible agency. Without your
24 approval of the matters before you, the project does
25 not happen. So you do have an important role in the

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1 process here. So it's not just that you're adding on
2 value, which a lot of the speakers were referring to
3 the transportation fund as being an important
4 value-added feature, and there's no question that if
5 the project is going to happen, then that is a
6 value-added feature; but the question is whether the
7 project should go forward.

8 And your findings under CEQA have to meet the
9 requirements of law. And so I would encourage you to
10 look at the CEQA comments that were submitted yesterday
11 and today by the legal team for the Mission Bay
12 Alliance. A lot of new developments have occurred.
13 And I wanted to talk to you about one of them in
14 particular -- in particular, the air pollution impacts
15 for ozone pollution are admitted to being significant
16 in the EIR.

17 And the mitigation for that was an offset
18 program administered by the Bay Area Air Quality

19 Management District, known as BAAQMD. And there was a
20 funding amount that was provided per weighted ton,
21 about \$17,000 per weighted ton resulting in a fee of
22 about \$320,000 for the offset. Well, it turns out that
23 the Bay Area Air Quality Management District says
24 that's not enough. And that was the amount that was
25 set forth in the EIR. And based on that, the EIR found

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1 the impact was mitigated to less than significant.
2 BAAQMD says it's not enough, it's going to cost about
3 600-some-thousand dollars.

4 And right now the city and the project
5 sponsor have not agreed to that. So at the moment
6 there is no basis to find that that impact is less than
7 significant. Your findings that you're asked to
8 approve today say that those impacts are less than
9 significant, but the -- the evidentiary basis for that
10 finding is now gone as of a letter dated yesterday from
11 BAAQMD.

12 This morning Mr. Morales made the argument,
13 well, there's an alternative offset option in the
14 mitigation monitoring program, but there's nothing in

15 the record that would suggest that that alternative
16 offset program is feasible or attainable. And
17 therefore you don't have the evidence to make these
18 findings. Thank you.

19 CHAIRMAN NOLAN: Thank you, sir.

20 Okay. Anyone else care to address the Board?

21 Seeing none.

22 Ms., members of the board, questions or
23 comments?

24 DIRECTOR BRINKMAN: Yes. We did have this
25 come to Policy and Governance a little while ago and we

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1 had some really good discussions and we were very
2 impressed with the work that has been done by
3 Mr. Van de Water and Mr. Albert. One of the things
4 that -- that we talked about there was the fact that
5 during these special events, as our former colleague
6 Director Bridges used to remind us, people are willing
7 to walk a lot further than they normally will in
8 everyday life.

9 And -- and as Director Ramos pointed out,
10 that walk actually becomes part of the event. And we

11 can -- we can see that with the improvements to
12 pedestrian realm and to bicycle realm, we're going to
13 get a significant percentage of people coming on foot
14 and coming on bicycle, which I think is going to be
15 great. One thing I neglected to ask one thing that I
16 neglected to ask at Policy and Governance was the --
17 the point brought up by the gentleman a few speakers
18 back about what does this bring to the Bayview and
19 Hunters Point.

20 And, Mr. Albert, if you could just go into
21 that a little bit, because I want to make sure that
22 we -- we acknowledge and we talk about how this project
23 and how these transportation improvements can sort of
24 flow through towards that, towards those neighborhoods.

25 MR. ALBERT: Thank you. Peter Albert, MTA.

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1 So the -- the question, just to repeat back -- repeat
2 back to make sure I'm getting it correctly is what
3 would be the benefits that this project might extend to
4 the Bayview.

5 DIRECTOR BRINKMAN: Correct, thank you.

6 MR. ALBERT: The -- the one lesson we learned

7 from how AT&T Park functions was the impact on the
8 whole -- the whole light rail line for a special event
9 happening at AT&T Park. So while we used all of the
10 extra capacity and reliability that went into the
11 central subway plan, including the two-car trains and
12 the -- and the short line, we didn't want to compromise
13 all those investments by having a large event on-site.
14 So by building the passover tracks and by adding the
15 four street cars, what we've done is we've let the
16 baseline remain the baseline even in the -- even in the
17 special event.

18 Now it's true that the extra capacity, the
19 shuttles add value to anybody living in the area. So
20 you might be in Dogpatch and you don't, you're not even
21 going to the Warriors arena, you will be able to ride
22 all of those extra event service to that part of the
23 city. That won't extend all the way down to probably
24 Cesar Chavez unless you're a really ambitious walker,
25 but the point of that is that we're making sure that we

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1 don't have a negative impact on the quality of the
2 service that is a big part of central subway

3 investment.

4 The one -- the one additional project that we
5 couldn't talk about in the EIR, but we have talked
6 about in a narrative in the environmental document is
7 the prospect of ferry service to the southern part of
8 the waterfront. Now that's not in the EIR, because it
9 isn't something we analyzed, but it certainly has been
10 an impetus and we've been working with WETA on looking
11 at a ferry terminal at 16th and the water. And if that
12 feasibility process shows that that is a feasible
13 project, the ferry operator is willing to do that, we
14 know that already, the Warriors and UCSF expressed
15 really strong support.

16 I can tell you that everybody in the Ballpark
17 Mission Bay Transportation Coordinating Committee loves
18 it. That gives additional multimodal access to the
19 whole southern waterfront. That actually gives people
20 the chance for East Bay transit access that isn't
21 reliant on Bart. So it, the benefits of this
22 conversation about the Warriors extend well beyond what
23 we analyzed in the EIR and show the party, the
24 coalition, the people who are all working together as
25 looking at leveraging this project to put so much more

1 transit investment than we would otherwise know.

2 DIRECTOR BRINKMAN: Thank you. Thank you,

3 that was my other --

4 DIRECTOR RUBKE: Can I --

5 DIRECTOR BRINKMAN: -- question.

6 DIRECTOR RUBKE: Could I just --

7 CHAIRMAN NOLAN: Director Ramos, anything?

8 DIRECTOR RUBKE: Could I just add like to

9 that.

10 CHAIRMAN NOLAN: Oh, sure.

11 DIRECTOR RUBKE: Just as a tail end to that.

12 Isn't any time, my understanding is that any time we do

13 a service change, we do an equity analysis because of

14 our funding anyway. Is that not what --

15 CHAIRMAN NOLAN: Title 6?

16 DIRECTOR RUBKE: Right.

17 MR. ALBERT: A Title 6?

18 DIRECTOR RUBKE: So I -- I just, I don't know,

19 it seemed like that would cover us, too.

20 MR. ALBERT: Thank you.

21 DIRECTOR RUBKE: In general.

22 MR. ALBERT: Right, that's correct. Yeah,

23 Title 6 analysis is part of this. But again, that's

24 why we wanted to protect that baseline so there

25 wouldn't be a negative impact --

1 DIRECTOR RUBKE: Right.

2 MR. ALBERT: -- on the service.

3 DIRECTOR RUBKE: Right.

4 CHAIRMAN NOLAN: Director Borden.

5 DIRECTOR BORDEN: And I would think also --
6 also with the additional of the central subway being
7 open, that actually helps speed up. I mean, the
8 challenge is how long it takes to go all the way
9 around. I mean, you have the shortcut on the T Line
10 that will help exponentially. I mean, I think this is
11 such an innovative project I think in the -- in the
12 transportation demand management space, and all the
13 different tactics that's you've taken I think is, you
14 know, really to be commended to think about this.

15 I think we were so fortunate that we've
16 learned a lot from the Giants. And I actually think
17 that the traffic congestion -- congestion is a lot
18 better than a lot of other cities who have downtown
19 stadiums because of how well we've got it down with the
20 street -- with the trains and how many few people do
21 drive as a consequence. I mean, the reason the Giants

22 have an extra parking lot is because it's -- it's not
23 really highly utilized actually.

24 So you know, I really commend you on thinking
25 all those things through and I respect all the speakers

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1 who came out and have been a part of this process.
2 Working at the hospital obviously is very, very
3 critical. Making sure that we improve -- we improve
4 transportation improvements, not just in the short
5 term, but the long term. And having this fund and
6 having that advisory group that can help weigh in to
7 make sure that we of course correct, should things not
8 be working well, makes a lot of sense.

9 So I -- I think it's a really great
10 development and a win-win overall for the city. And I
11 think the transportation will be improved exponentially
12 in this area in general as a consequence. So thank you
13 very much for your work on this.

14 MR. ALBERT: And through the Chair, if I may,
15 I -- I want to elaborate on -- on those comments,
16 because I get to something I should have mentioned
17 earlier on. A lot of the transportation investment

18 that came out for, in this -- in this Warriors project
19 came from a much bigger overview of the whole
20 waterfront that was conducted by this agency over the
21 last three years. So we wanted to make sure that we
22 weren't doing transportation planning project by
23 project, that we knew the big-picture deficiencies and
24 challenges.

25 Social justice was a huge part of that. You

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1 saw an earlier presentation on the waterfront
2 transportation assessment. I can tell you that
3 everyone -- everyone who's worked on the Warriors
4 project took an element of that assessment and
5 understood transportation and the whole waterfront
6 region better because of that. So the understanding of
7 the need for pedestrian safety or extra bicycle
8 capacity or transit capacity in the Bayview, all of
9 those were helping us make sure we weren't making a
10 mistake solving, thinking we were solving the problem,
11 but actually creating new problems, by looking at that
12 bigger waterfront assessment.

13 DIRECTOR BORDEN: Right.

14 CHAIRMAN NOLAN: Director Ramos.

15 DIRECTOR RAMOS: Thank you again, Mr. Albert
16 and Mr. Van de Water. This has been really exciting
17 and I'm happy to support it. Just a couple of
18 questions just to clarify. We, in the recommendations
19 from the CAC, there was a concern that the PCOs, new
20 PCOs would need to be hired. Maybe if you could talk a
21 little bit more about how getting all these little
22 stars staffed with PCOs on a map won't drain from the
23 rest of the city's resources.

24 MR. ALBERT: Thank you for that opportunity.
25 Yes, I -- I really appreciated that feedback from the

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1 CAC. What it represented was a commitment from the MTA
2 would make all the difference in making sure this plan
3 works. What I can tell you is that one of the great
4 challenges at MTA is making sure we have the resources
5 to offer this service we -- we're asked to provide. If
6 the funding is the gap -- there's two issues that have
7 become the challenge in accommodating that service,
8 funding and time. So we have between now and 2018 in
9 opening the event center to make sure we have a plan

10 that works.

11 We've done that, to our, to the -- to the
12 extent, I believe, feasible and credible, we've
13 developed a plan that anticipates the transportation
14 challenges and offers solutions.

15 DIRECTOR RAMOS: Right.

16 MR. ALBERT: The funding strategy along with
17 that allows us to create a hiring plan in advance of
18 the opening of the event that shows with reliability,
19 we know there are X number of these events. I'm going
20 back to this diagram, because this is so helpful. You
21 can really over -- I'm sorry, if the computer could go
22 back to the image on the screen. You can oversupply
23 transportation or you can undersupply transportation.
24 There's a challenge with both. You're either spending
25 too much money on a transportation plan that isn't

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1 efficient or you're not spending enough and you're
2 creating problems.

3 Having the predictability of scheduling and
4 in linking that with the Giants and then understanding
5 the needs of the hospital in Mission Bay, help us lead

6 to a hiring plan that knows when those dual event are,
7 estimates what the sizes are, uses realtime information
8 and marketing to make sure we get people in the right
9 mode split and then honor their voluntary, their
10 willingness to work with our mode split by offering
11 the -- the extra transit service and the PCOs.

12 So we have all the ingredients for a hiring
13 plan, plus the time, plus the resources.

14 DIRECTOR RAMOS: Great. Thank you so much for
15 that. And I appreciate all of the questions that you
16 entertained from me and Director Brinkman and Ricky at
17 the PA -- at the PAG. The one last thing that evolved
18 since I've been thinking about that conversation was
19 the opportunity for people to purchase parking spaces
20 when they buy their ticket for those auxiliary lots, so
21 there would be a set amount of people trying to access
22 those lots, knowing that the only way they're going to
23 be able to get in there is by way of a pre-purchased
24 parking pass, if you will. Is that something that
25 you're factoring into the -- the equation of making all

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1 this work?

2 MR. ALBERT: Well, through the Chair, we have
3 been working with a strategic realtime parking
4 information on a couple of reasons. One is to make
5 sure there's that certainty, so we minimize the amount
6 of driving around and searching for parking. The other
7 is, by using the geography of the ticket holders, we
8 might be able to intercept them at parking locations at
9 the periphery. So if you're coming up from the south,
10 you would be the ideal clients for those parking lots
11 that are south of the arena.

12 If you're coming in from the north where
13 there's a lot of parking garages empty on South of
14 Market, you would park there and then walk the quarter
15 mile.

16 DIRECTOR RAMOS: Yeah.

17 MR. ALBERT: So there are two levels of
18 technology that we would use. One is to get at that,
19 to instill the certainty in knowing where your parking
20 is.

21 DIRECTOR RAMOS: Yeah.

22 MR. ALBERT: And then second would be the
23 geographic inception.

24 DIRECTOR RAMOS: Excellent. Yeah, no, I just
25 think it would be really, really helpful if people

1 could know in advance that they've got a spot so that
2 they're not driving around looking for one. And it
3 seems like we've got the technology and the ability to
4 be able to do that, and it would be wonderful to be
5 able to tap into that.

6 MR. VAN DE WATER: Through the Chair to
7 Director Ramos. Just to add to what Peter has already
8 mentioned, one of the unique advantages that we have
9 here is we have a captive audience, unlike Fourth of
10 July and for New Year's Eve and Hardly Strictly where
11 people come from all over the region without a ticket
12 and they come from all different modes and we have to
13 estimate how many people are coming in and from what
14 area. Here we have a point of sale where people are
15 purchasing them. We often know what zip code their
16 origin is coming from.

17 We have a mitigation measure in the document
18 that has the Warriors committing to developing mobile
19 apps and way-finding technology, so that as you
20 purchase that ticket, you'll -- you'll know how to get
21 there on transit. You'll know to get there with bike
22 share. You'll know how it get there with ride share
23 services or taxi. And if you are driving, you can
24 pre-reserve a parking space. There's limited parking

25 on-site, but there is numerous parking garages

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1 available to the public off-street within parking --
2 within walking distance, and they can come to lease
3 arrangements with those operators so that they'd know
4 directly where to go.

5 We'd definitely want to avoid the kind of
6 circling effect of people coming in, oh, I'm going to
7 park across the street without any pre-made
8 reservations.

9 DIRECTOR RAMOS: Yeah, because then what ends
10 up often happening is when those, when folks can't find
11 parking in the lots that they would have planned on
12 parking, they end up parking in the neighborhoods, you
13 know. And then the neighbors have a hard time. And
14 then they end up, I mean, you know, anybody that lives
15 in, around the coliseum or, you know, those kinds of
16 places is constantly having to deal with overflow
17 parking, you know, interfering with their regular
18 routines.

19 And so I think that it would be really great
20 if people could know in advance whether or not there

21 will be parking. And if not, then they should know so
22 they can plan other modes if -- if at all possible.

23 So --

24 MR. ALBERT: That's -- that's true. There is
25 one challenge about using technology in 2015 for a

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1 facility we want to open in 2018, because we know what
2 we think is useful today might be obsolete. I want to
3 point out from Potrero Hill we got a lot of concern
4 about the GPS services, Waze and places and -- and apps
5 like that --

6 DIRECTOR RAMOS: Uh-huh.

7 MR. ALBERT: -- that allow people to find
8 short cuts to places, but don't acknowledge all of the
9 protections you're trying to build in for quality of
10 life.

11 DIRECTOR RAMOS: Uh-huh.

12 MR. ALBERT: So we do know that we have to
13 work really closely with these providers of information
14 to make sure that they're not short circuiting all of
15 the good work in our planning, but that is very much
16 part of our TDM program.

17 DIRECTOR RAMOS: Well, great work. Thank you
18 both of sop and all the staff that pitched in.

19 CHAIRMAN NOLAN: Director Reiskin, did you
20 want to say something?

21 DIRECTOR REISKIN: If -- if I may, Mr. Chair.
22 First of all, I -- I just want to kind of reinforce
23 what I think came out through the presentation that we
24 started this process with some principles in mind
25 that -- that really came from the mayor, that we not

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1 only work across the city government and with the
2 community stakeholders to get the transportation right
3 for the project, which I think you can see, I think
4 thanks to the great work that Peter and a lot of folks
5 have done and that we've been able to do in a -- in a
6 complex but very innovative, and I think what we
7 believe will be a very effective way; but also in a way
8 that makes it work for the other stakeholders in the
9 area, the -- the neighbors, the residents, the -- the
10 hospitals, the -- the -- the rest of the community and
11 the adjacent communities.

12 And I -- I think we've achieved that. And I

13 just, I want to -- so that was one principle. The
14 other principle, and this was really my principle, was
15 that we do so without creating any adverse impact to
16 the MTA's operating or capital budgets and that we do
17 so in a way, have a transportation plan that minimizes
18 any adverse impact to everybody else in San Francisco
19 who is not trying to get or from an arena event.

20 And I think that our transportation plan has
21 enabled us to do that. I do want to acknowledge again
22 the work that Peter and a lot of other folks within the
23 agency, within the Office of Economic Workforce
24 Development, OCII, City Planning, City Attorney's
25 Office working with the many stakeholders, some of

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1 which you heard from today. And we really developed
2 this plan with those stakeholders. Where we ended up
3 different than where we started, and we're much better
4 for the great process that we were able to work through
5 with the community.

6 So I just want to acknowledge the really
7 tremendous really unprecedented work on that. There --
8 there -- there were a few somewhat technical legal

9 issues that were raised during public comment, so I
10 want to just invite staff up to clarify those points
11 before you consider a motion.

12 MR. KERN: Thank you. Good afternoon, Chair
13 Nolan and members of the board. Chris Kern, City
14 Planning Department. I wanted to respond to just a
15 couple of the points raised by council for the Mission
16 Bay Alliance and their remarks. First, there was
17 comments that the transportation management plan was
18 not included in the EIR and should have been. That is
19 not correct. The transportation management plan is
20 included as, in volume three of the EIR. And there was
21 extensive discussion analysis of the -- of the TMP and
22 the transportation analysis for the EIR.

23 Also the TMP is enforceable through the
24 Mitigation Monitoring and Reporting Program that is
25 before you for adoption. And then I also wanted to

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1 speak to the remarks made about the air quality offset,
2 the Mission's offset mitigation measure. In my
3 previous presentation on the errata, I -- I mentioned
4 that we had made revisions to that mitigation measure

5 to change the requirement of the mitigation offset fee
6 of \$18,030 per weighted ton of -- of ozone precursors
7 from, not to exceed to not less than. And so that is
8 no longer a ceiling, but a -- but a floor.

9 So there is certainly room for continued
10 negotiation, excuse me, with the Air District over the
11 amount of the offset fee. But I also wanted to
12 mention, as I did at the EIR certification hearing,
13 that planning department staff and our air quality
14 technical experts have been in discussion with the Air
15 District since before publication of the draft EIR
16 about this mitigation measure and about what is an
17 appropriate amount for the offset fee.

18 We elected after those discussions to base
19 the fee on the cost-effectiveness criteria developed by
20 the California Air Resources Board for what is known as
21 the Carl Moyer program. That's a state program that is
22 used to fund offset projects. And that Carl Moyer
23 cost-effectiveness program is the maximum amount that
24 the state will grant for a reward for a Carl Moyer fund
25 offset projects based on the -- the state's

1 determination that offset projects that cost more than
2 that amount prorated ton or not cost effective.

3 It's on that basis primarily that we
4 determine or we -- we decided that that was an
5 appropriate amount of the fee and that meets the CEQA
6 requirements that mitigation, specially mitigation
7 (inaudible) fee are roughly proportional to the impact
8 that they're mitigating. That said, the mitigation
9 measure provides for further discussions with the Air
10 District, and we intend to continue those discussions
11 because we would like to reach a final agreement with
12 the district around a workable offset mitigation that
13 we can apply both to this project, as well as to future
14 projects in the city.

15 We've never done this before, but we think
16 that it's a very promising mitigation measure. And we
17 also modified that mitigation measure because of these
18 ongoing discussions and our failure so far to reach a
19 final agreement with the Air District over the amount
20 to add a second option to that mitigation measure.
21 That second option to allow the project sponsor to
22 directly fund an offset project, rather than to enter
23 into an agreement with the Air District.

24 And we know that that's feasible because we
25 did exactly that for the America's Cup. In the

1 America's Cup EIR, the port installed an offshore
2 power -- -- or an offshore -- I'm sorry, not an
3 offshore, a shore-side power facility, which allows
4 ships to come into the port's dry dock facility to
5 connect to grid power and -- and shut down their
6 engines, which has a significant air emissions
7 reduction and air quality benefit. That project has
8 been implemented, and we think based on that model we
9 know that there are other offset projects that could be
10 implemented in San Francisco.

11 And then finally on that point, the counsel
12 for Mission Bay Alliance stated incorrectly that on the
13 basis of that mitigation measure, the EIR and the CEQA
14 findings, that are before you for adoption conclude
15 that the impact related to emission of ozone precursors
16 is mitigated to a less than significant level, that is
17 incorrect. Because this is a new approach for the
18 city, but for that one time with the America's Cup, we
19 conservatively in the EIR found that impact to be
20 significant and unavoidable with mitigation.

21 We do that in the case where we've identified
22 mitigation for a significant impact, but there is some
23 uncertainty about the ability to mitigate the impact to

24 less than significant. And that concludes.

25 CHAIRMAN NOLAN: Good, thank you.

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1 MR. KERN: Thank you.

2 CHAIRMAN NOLAN: Board, questions?

3 DIRECTOR RUBKE: I, can I ask one more
4 question.

5 CHAIRMAN NOLAN: Sure of course.

6 DIRECTOR RUBKE: I'm sorry.

7 CHAIRMAN NOLAN: Of course.

8 DIRECTOR RUBKE: Thanks so much for clearing
9 that up. I really appreciate that actually. One of
10 the members of the public mentioned, alluded to this,
11 but I just wanted to follow up on it, it's the Ballpark
12 Mission Bay, I don't know what it's called, the
13 Transportation Committee that does, has been doing all
14 that work in terms of looking at transportation issues
15 in that neighborhood, and so I -- I assume or I hope
16 that, well, based on the EIR, it looks like somebody
17 from this project will sit on that committee now; is
18 that right?

19 It looked like it was one of the mitigation

20 measures. But then also I guess I just wanted --
21 wanted a little bit more clarity on how the advisory
22 committee for the transportation fund tie into that
23 committee and also kind of just the overall kind of
24 forward moving of the transportation mitigations.
25 Thanks.

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1 MR. VAN DE WATER: Through the Chair to
2 Director Rubke, thank you. Adam Van de Water. I
3 appreciate the comment. Corinne Woods, who made the
4 comment, and I were speaking in the hallway earlier
5 today about this very topic and making a formal
6 connection between the two, the Ballpark Mission Bay
7 Transportation Coordination Committee has existed since
8 the installation of AT&T Park at the channel and has
9 really become a pretty strong forum of
10 interdisciplinary discussion between the various city
11 departments, police, fire, MTA, and DPW and others and
12 the various interests of Mission Bay, the Giants, the
13 neighborhood, the residents, the commercial interests,
14 et cetera.

15 There are places in our EIR where the

16 Ballpark Transportation Coordination Committee is
17 referenced. And there are requires of the Warriors to
18 present information in terms of advanced notification
19 of large special events, about coordination, about
20 having a formal seat on that committee. The advisory
21 committee to the Mission Bay Transportation Improvement
22 Fund is the five-member seat.

23 We wanted to keep it a little smaller than
24 the Ballpark Transportation Coordination Committee that
25 has a remember attendance more like in the 20, 25

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1 member area. And we really wanted this to be focused
2 on, you know, pinch points where PCOs could alleviate
3 congestion or specific head ways that could be reduced
4 to serve the arena and the neighborhood, ways that
5 those who have nothing to do with an event at the arena
6 can get, can bypass the area and still get to where
7 they need to go, but I fully agree with the comment.

8 And -- and we actually talked about setting a
9 meeting this week so we can make that formal
10 connection. Whether that's having membership that
11 transcends both and acts as a bridge so that the

12 representative from the Warriors who is on the advisory
13 committee is also on the ballpark committee and/or from
14 UCSF and/or from the resident and/or from the
15 commercial. So we definitely need to make sure that
16 the coordination arm and the funding arm are -- are in
17 lockstep together.

18 DIRECTOR RUBKE: Great, yeah, thank you very
19 much.

20 CHAIRMAN NOLAN: Thank you.

21 Okay. Members of the Board, questions or --
22 well, (inaudible) questions.

23 SECRETARY BOOMER: Mr. Chairman, hold on just
24 a moment.

25 CHAIRMAN NOLAN: I'm sorry.

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1 SECRETARY BOOMER: We have one.

2 DIRECTOR BORDEN: Do we need to adopt an
3 errata sheet?

4 DIRECTOR REISKIN: Yeah, I think the Board
5 will need to take some action to incorporate the -- the
6 changes to the MMRP into the action that you're going
7 to take. So I think our city attorney is figuring out

8 a --

9 DIRECTOR BORDEN: Figuring out how that works.

10 DIRECTOR REISKIN: -- mechanism to do that.

11 DIRECTOR BORDEN: Okay, great.

12 CHAIRMAN NOLAN: The city attorneys have
13 figured it out. Okay.

14 SECRETARY BOOMER: So, Mr. Chairman,
15 directors, the advice of the Board should modify the
16 enclosures to the resolution for this item to
17 incorporate the changes to the MMRP that staff read
18 into the record.

19 CHAIRMAN NOLAN: Is that an amendment or
20 something?

21 SECRETARY BOOMER: Or is that a motion? Oh,
22 okay, okay. Let me just, okay. So give me just a
23 moment. One motion to modify the enclosures to the
24 resolution for this item. So it would be, directors, a
25 motion to amend your resolution.

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1 CHAIRMAN NOLAN: Okay.

2 SECRETARY BOOMER: We would add a resolve
3 clause whereas the SFMTA Board of Directors shall --

4 shall modify the enclosures to the resolution for this
5 item to incorporate the changes to the MMRP that staff
6 read into the record.

7 CHAIRMAN NOLAN: Would anyone care to offer
8 that as a motion?

9 DIRECTOR BRINKMAN: I'll offer that as a
10 motion.

11 DIRECTOR RUBKE: Second.

12 CHAIRMAN NOLAN: You second. Okay. No
13 discussion. All in favor, say aye?

14 ALL: Aye.

15 CHAIRMAN NOLAN: Opposed, no. The ayes have
16 it. On the amended resolution then.

17 DIRECTOR BRINKMAN: Motion to approve.

18 CHAIRMAN NOLAN: Is there a second?

19 DIRECTOR BORDEN: Second.

20 CHAIRMAN NOLAN: No discussion? All in favor
21 say aye.

22 ALL: Aye.

23 CHAIRMAN NOLAN: Opposed, no. The ayes have
24 it. Thank you very much. Now we have a closed
25 session, right?

1 SECRETARY BOOMER: Yes. Directors, it would
2 be appropriate for the motion to invoke the city -- the
3 attorney-client privilege.

4 CHAIRMAN NOLAN: Motion.

5 DIRECTOR BRINKMAN: Motion to approve.

6 CHAIRMAN NOLAN: Is there a second? It dies
7 from lack of a second. Come on, come on.

8 DIRECTOR BRINKMAN: Come on, wake up guys,
9 help me. Second.

10 DIRECTOR RUBKE: Second.

11 CHAIRMAN NOLAN: Second?

12 (Municipal Transportation Agency Meeting
13 Concluded)

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1 STATE OF WASHINGTON)
2) SS:
3 COUNTY OF WHATCOM)
4

5 I, CHRISTINE M. AIELLO, do hereby
6 certify that I transcribed the audio, and that the
7 foregoing is a true and complete transcription of the
8 audio transcribed under my personal direction.

9 IN WITNESS WHEREOF, I do hereunto set my
10 hand and seal at Blaine, Washington, this 3rd day of
11 December, 2015.

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Christine M. Aiello

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