



DRAFT Mission Bay Transportation Improvement Fund Advisory Committee Meeting Minutes
 April 25, 2019, 2:30 pm-4:30 pm
 UCSF Mission Hall, 550 16th Street, Room 1406

Committee Members	Voting Seat	Alternate
Seat 1 (Golden State Warriors)	Michael Rescigno	Yoyo Chan
Seat 2 (UCSF)	Amit Kothari	Clare Shinnerl
Seat 3 (Neighborhood resident)	Bruce Agid	Bruce Kin Huie
Seat 4 (Neighborhood business owner)	Catherine Sharpe	Terezia Nemeth
Seat 5 (Neighborhood resident, appointed by Supervisor)	Sarah Davis	Sarah Bertram
Members of the Public		
Paul Supawanich	Transportation Policy Advisor to Mayor London Breed	
Kristin Michael	SFMTA, Post-entitlement Team Manager	
Jonathan Rewers	SFMTA, Finance, Information, and Technology	
Tom Maguire	SFMTA Deputy Director of Sustainable Streets	
Mari Hunter	SFMTA, Senior Transportation Planner	
Amy Hurwitz	SF Police Department	
Jim Morrill	SFMTA, Finance, Information, and Technology	
Derrick Tyler	Uber	
SFMTA		
Kim Walton	Senior Transportation Planner; Staff Liaison	

1. Call to Order/Roll Call – Bruce Agid, Chairperson

Voting Members in attendance: Rescigno, Agid; Sharpe; Shinnerl (for Kothari); Bertram (for Davis)
 Excused Absences: Davis and Kothari
 Alternates in attendance: Huie; Chan
 Alternates not in attendance: Nemeth

2. Approval of March 28, 2019 meeting minutes

The motion was made by Michael Rescigno to approve the minutes of the March 28, 2019 minutes and was seconded by Catherine Sharpe.

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Public comments - None

On the motion to approve the March 28, 2019 minutes

AYES –Agid; Shinnerl (for Kothari); Bertram (for Davis); Rescigno; Sharpe

NAYES -None

The Motion was passed unanimously.

3. The Brown Act

Bruce Agid spoke to this item. He stated that the City Attorney proposed two options so that the Brown Act isn't "triggered" when MB TIF AC members also attend the Ballpark Mission Bay Transportation Coordinating Council meetings:

- Option 1: Increase the number of seats on the MB TIF AC.
- Option 2: Establish the Ballpark Mission Bay Transportation Coordinating Committee (BMBTCC) as a passive public body.

Bruce Agid noted a very thoughtful process was used to determine the appropriate number of seats on the MB TIF AC and there were many benefits to structure the BMBTCC as a passive public body. Based on this, Bruce motioned that the SFMTA work with the SF City Attorney to evaluate what steps are required to make the BMBTCC a passive public body. It was seconded by Michael Rescigno.

Public Comment – None

Advisory Committee comments/discussion –Clare Shinnerl asked about the BMBTCC's Charter and Catherine Sharpe commented about the BMBTCC current meetings formats which does not include public comment nor voting on agenda items.

On the Motion directing the SMTA to work with the City Attorney and Bruce Agid to take the next steps to make the BMBTCC a passive public body.

AYES –Agid; Shinnerl (for Kothari); Bertram (for Davis); Rescigno; Sharpe

NAYES -None

The Motion was passed unanimously.

4. Advisory Committee Rules

Sarah Davis reviewed two sets of SFMTA Advisory Committee rules. She provided the SFMTA with comments regarding what additional items should be included in the rules for the Mission Bay TIF Advisory Committee. Bruce Agid provided comments on this initial draft. The committee was asked to review Draft #1 and provide additional comments by May 9th. A draft of the rules with comments received will be sent to the City Attorney for review and asked to develop and updated draft for review. Final draft of rules to be voted on at a future meeting.

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Kim Walton, staff liaison, requested that Advisory Committee comments on the draft rules be sent to the SFMTA by May 9, 2019.

5. Chase Center Transportation Overview

Tom Maguire, SFMTA Deputy Director, Sustainable Streets, presented information on SFMTA transportation efforts. Tom responded to Committee questions regarding street restrictions, event times, meter time limitations, rates, and reprogramming, TNC volumes, pedestrian safety measures, and parking.

Bruce Agid asked that at a future meeting for clarification of the Local Hospital Access Plan map, a presentation on public outreach efforts to proactively communicate with event attendees on transportation options (including recommendations to utilize public transit and other non-auto modes), and status of parking strategies for those who plan to drive (how many pre-paid spaces available, how many total auto's anticipated and where/how will the latter be directed to park. This is asked to minimize the amount of auto's circling the Event Center looking for parking).

Catherine Sharpe stated SFMTA should be plan for a large percentage of event attendees to arrive and depart with TNC's.

6. Presentation –Mission Bay Transportation Improvement Fund

Jonathan Rewers, Manager, SFMTA Finance & Information Technology spoke about the Mission Bay Transportation Improvement Fund. He answered Committee member questions regarding budget process timeline, funding requests from the SF Police Department and SF Public Works, debt service, what services can be funded, what data will be collected before the Center opens, and what is the existing baseline level of service currently provided by Public Works and the SF Police Department. **Johnathan agreed to provide the delta between projects that would've been done anyway and those that have not yet been funded. FIT would also check on the figures provided in Slide #10 and provide more details at a follow up meeting.**

Jonathan stated that's the City's Budget office has requested that recommendations from the Advisory Committee be provided to them within the next two weeks. FIT staff person Samuel Thomas has requested that the TIF AC meet to discuss recommendation on May 16, 2019. After much discussion, Committee members agreed that Thursday May 9, 2019 from 9:30 am-11:30 am would be a better date for all.

In addition, Jonathan will send additional budget information/tables to the Committee by Tuesday March 30, 2019.

7. Data Collection/Metrics – Due to a lack of time, this item will be carried over to the May 23, 2019 meeting.

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8. Future Meeting Dates – Due to a lack of time, this item will be carried over to the May 23, 2019 meeting.

9. Closing Business

Bruce asked that a Brown Act training be provided at the May 23, 2019 Advisory Committee member Agenda Items (April 2019 Meeting). The request also included the following future agenda items:

1. Baseline Metrics (transit, traffic, quality of life including police services and Public Works related and goals during events)
2. Local Hospital Access Plan and Map discussion,
3. A presentation on public outreach efforts to proactively communicate with event attendees on transportation options (including recommendations to utilize public transit and other non-auto modes)
4. Status of parking strategies for those who plan to drive (how many pre-paid spaces available, how many total auto's anticipated and where/how will the latter be directed to park. This is asked to minimize the amount of auto's circling the Event Center looking for parking).

Public Comment – there was no public comment.

Advisory committee members comments/discussion - None.

Bruce Agid made the motion to adjourn the April 25, 2019 meeting and was seconded by Clare Shinnerl.

On the motion to adjourn the April 25, 2019 meeting

AYES –Agid; Shinnerl (for Kothari); Bertram (for Davis); Rescigno; Sharpe
NAYES -None

The Motion was passed unanimously.

The meeting was adjourned at 4:40 pm

Agenda Item #4 – Motion by Bruce Agid

The Mission Bay Transportation Improvement Fund Advisory Committee agrees to the budget proposal submitted and presented by the SFMTA at the May 14, 2019 Advisory Committee meeting. This approval comes with the understanding that the ~\$470,000 that has been identified to be used for debt service or Capital Expense reimbursement be set aside during FY 2019-2020. If after the Chase Center opens and there is firm documentation that additional funds are required to provide additional Police and/or Public Works services, a portion of the ~\$470,000 could be used to provide for those additional services during FY 2019-2020 only.

To assist us in proactively monitoring potential impacts requiring additional resources/adjustments in staffing levels, we also plan to agendaize the following topics at future MB TIF AC meetings:

1. A deep dive on SFPD resources and 10B resources planned to support events at the Chase Center
2. Baseline and augmented services planned by SFPW
3. Methodology to proactively monitor potential impacts on nearby streets, open space and parks not currently serviced by City Agencies; i.e. Mission Bay (MB) Parks, MB Res/Commercial and UCSF.



SFMTA

Data Collection and Metrics for the Chase Center

Presentation to MBTIF AC

Carli Paine, SFMTA

May 23, 2019

Overview

Purpose

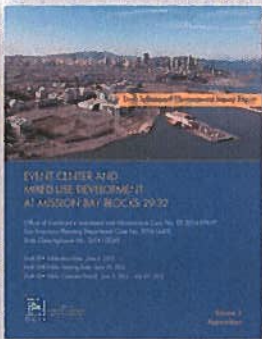
- Present foundational documents
- Present data collection requirements and timeline
- Present performance metrics

Presentation Summary

- Environmental Impact Report
 - Transportation Management Plan
 - Mitigation Monitoring & Reporting Program
 - Local/Hospital Access Plan
- Next Steps



Environmental Impact Report

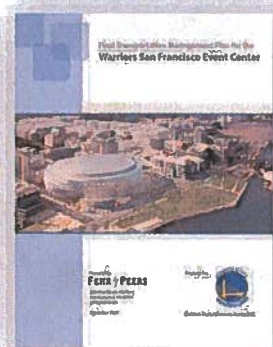


Environmental Impact Report

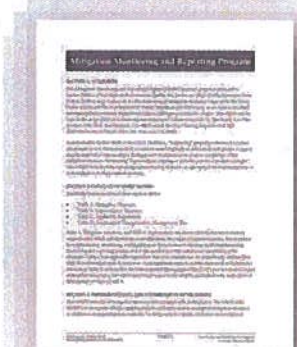
Event Center And Mixed-Use Development at Mission Bay Blocks 29-32 Completed 2014, Led by OCII and SF Planning

The EIR found that transportation may have a significant impact, and therefore required a transportation management plan.

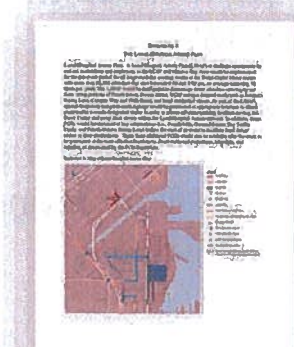
Subsequent EIR Components, Completed in 2015



Transportation Management Plan



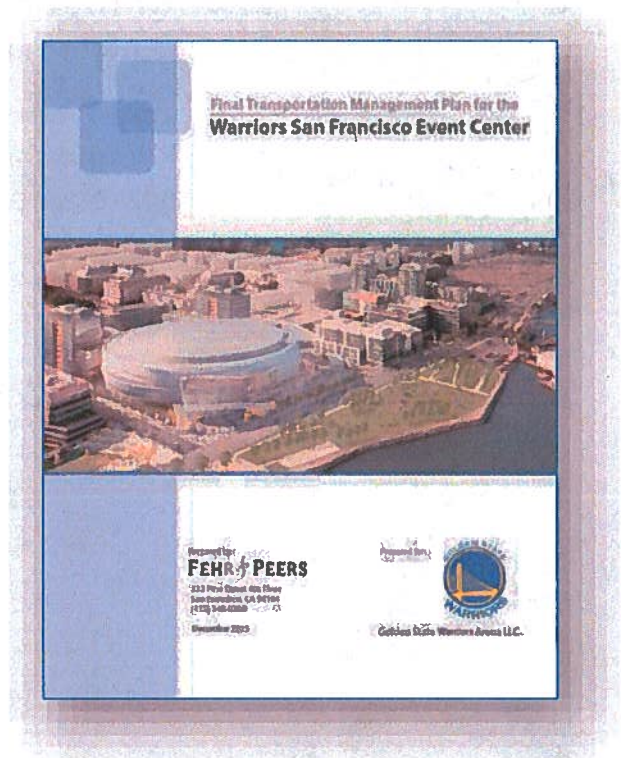
Mitigation Monitoring & Reporting Program



Local Hospital Access Plan

Transportation Management Plan

- Goal is to reduce single occupancy vehicle trips and facilitate multi-modal access to the site.
- TMP is a working document –Fehr & Peers to update in June.
- F&P will be specifying the monitoring methods, in partnership with GSW and SFMTA.
- Active field monitoring process will occur after opening, with annual surveying conducted thereafter.



TMP Performance Standards (Ch. 10)

Section 10.1:

1. **Weekday Event Auto Mode Share:** No greater than 53% peak arrivals (6PM-8PM)
2. **Weekend Event Auto Mode Share:** No greater than 59% peak arrivals (6PM-8PM)
- 3 – 4. **Vehicle Queuing on City Streets:**
 - Traffic entering parking garage from eastbound 16th Street does not spill back to 16th Street or into the Third Street intersection due to garage ingress.
 - Event traffic does not block access to the UCSF emergency room entrance on Mariposa Street between I-280 and Third Street.
5. **Pedestrian Flows:** Pedestrians do not spill onto streets with moving vehicles or out of crosswalks when crossing the street.
6. **Bicycle Parking:** Signage directs bicyclists to event valet and other bicycle parking, and ensure adequate bicycle parking supply to accommodate a typical peak event.
7. **Transit Mode Share:** All Muni light rail and special event shuttle passengers are able to board their transit vehicle within 45 minutes following an event.
8. **Good Neighbor:** Mission Bay TMA shuttles continue to run and maintain capacity for simultaneous neighborhood use.



TMP Monitoring Methods (Ch. 10)

10.2 Monitoring Methods

1. Quarterly Coordination Meetings
2. Inaugural Event Monitoring
3. Subsequent Event Monitoring
4. Curb Pick-Up and Drop-Off Operations
5. Event Attendee Surveys
6. Event Center Development Employee Surveys
7. Mission Bay Neighbor Surveys
8. UCSF Surveys
9. Parking Strategies Data Collection

These methods to be further refined as F&P updates TMP

TMP Monitoring Documentation

10.3 Monitoring Documentation

1. **TMP Travel Survey Memo** – GSW Responsibility

A memorandum will be prepared within three months of the inaugural events (NBA game, concert, and convention) that documents the results of the initial travel surveys as well as ongoing event monitoring.

2. **MMRP Annual Report** – SFMTA Responsibility

A report will be developed and submitted to OCII annually, beginning one year following commencement of project construction and continuing for the life of the project.



Local/Hospital Access Plan (L/HAP)

Purpose of the L/HAP – Facilitate resident and employee movement in and out of the UCSF Mission Bay Area, implemented for weekday dual events over 12,500 attendees that start between 6 – 8 p.m.

Delay Metric measures whether travel time for hospital employees increased by more than 10 minutes under Dual Event conditions.

Data collection Timeline for Delay Metric:

- **June 2019:** Prior to Center opening, establish baseline
- **September 2019:** After center opens in September, collect Dual Event data
- Subsequent data collection to occur annually

Findings will be reported back to the TIF once baseline is established.



Next Steps:

- Fehr & Peers is updating TMP and refining data collection methods
- Majority of data collection triggers occur after the Chase event center opens
- Findings will be reported back to TIF AC
- OCII releases MMRP Reports annually



