



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 26, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

CAC members present: Becky Hogue Robert Gower, David Klein, John Larson, Jerry Levine and Sophia Tupuola (6)

CAC Members Absent: Peter Tannen (entered during Item 2), Rachel Zack (entered during Item 2), Myla Ablog, Kian Alavi and Ranyee Chiang (5)

Transportation Authority staff members present were Amber Crabbe, Andrew Heidel, Anna LaForte, Maria Lombardo, Mike Tan, Aprile Smith, Alberto Quintanilla and Luis Zurinaga (consultant).

2. Chair's Report – INFORMATION

Chair Larson reported that given the length of the agenda, presenters were limited to no more than 5 minutes each to allow ample discussions for CAC members and time for public comment. He also said that due to the length of the regular agenda, the Siemens light rail vehicle (LRV) update had been placed on consent and noted that packet provided a copy of the presentation that was presented to the Transportation Authority Commissioners at their meeting yesterday. Chair Larson noted that Alberto Quintanilla, Clerk of the Board, had emailed the CAC a link of the presentation that was given to the Board.

Chair Larson reported that Transportation Authority staff had tentatively agendaized updates on SFMTA's scooter and bike share programs for the July CAC. The joint presentation would also include an update on the San Francisco Municipal Transportation Agency's (SFMTA) Permit Harmony if confirmed.

In regard to Item 7, Edward Mason asked about the locked brakes situation and said a previous report stated that 25 of 50 LRVs were down due to flat wheels. He asked how many operators were counseled or disciplined for coming in with flat wheels on their cars. He added that the issue should be rectified as it seems it wasn't the operators fault, but a result of a mechanical issue and/or training given the explanation provided by SFMTA staff.

Chair Larson asked if the public comment could be passed along to the appropriate SFMTA staff.

Consent Agenda

3. Approve the Minutes of the May 22, 2019 Meeting – ACTION
4. Adopt a Motion of Support for the South of Market (SoMa) Ramp Intersection Safety Study Phase 2 Final Report – ACTION
5. Adopt a Motion of Support to Amend the District 3 Neighborhood Transportation Improvement Program (NTIP) Planning Project Scope and Schedule – ACTION

6. **Adopt a Motion of Support to Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On- Call General Legal Counsel Services – ACTION**
7. **Update on the San Francisco Municipal Transportation Agency’s Siemens Light-Rail Vehicle Procurement – INFORMATION**
8. **State and Federal Legislation Update – INFORMATION**
9. **Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

In regard to Item 7, Peter Tannen asked if there had been any documented issues with Siemens Light Rail Vehicles (LRV4s) since returning to full service on June 24, 2019. He also asked if recent delays with slow moving traffic in the subway was attributed to the issues with the LRV4s. He asked if his assessment that only 21 of 31 LRV4s were currently in service, based on the LRV4 chart provided in the CAC packet. Mr. Tannen lastly asked who was paying for all of the time that was being used to fix the problems. Chief Deputy Maria Lombardo said staff would ensure that responses to these questions would be included in the next LRV4 update presentation to be given to the CAC in July.

Mr. Tannen asked with respect to Van Ness, why the concrete base wasn’t there.

Estefani Morales, Public Information Officer with the SFMTA, said she would need to bring an answer back to the CAC.

Chair Larson, said he believed the reason why was because Van Ness Avenue was a state highway and did not need to follow city guidelines.

Mike Tan, Administrative Engineer with the Transportation Authority, confirmed that this was correct.

Jerry Levine asked if Helmand Palace restaurant along the Van Ness corridor was permanently closed.

Ms. Morales said her understanding was that the restaurant was temporarily closed for remodeling but was scheduled to be reopened.

There was no public comment on the Consent Agenda.

Jerry Levine moved to approve the Consent Agenda, seconded by Becky Hogue.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

End of Consent Agenda

Chair Larson called Items 10 and 11 together.

10. **Major Capital Project Update - Better Market Street – INFORMATION**
11. **Adopt a Motion of Support to Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project y – ACTION**

Aprile Smith, Senior Transportation Planner and Cristina Olea, Project Manager at San Francisco Public Works, presented the items per the staff memoranda.

David Klein asked about the precedent of requesting a fund exchange of this amount and if it would affect receiving grants in the future.

Anna LaForte, Deputy Director of Policy and Programming, said the Transportation Authority was recommending a fund exchange to avoid impacts to future funds. She said that because the region takes the timely-use-of-funds requirements seriously, the Transportation Authority was constantly monitoring federal-aid projects in its capacity as a Congestion Management Agency and would propose a fund exchange if projects were not meeting deadlines. She said fund exchanges were not done all the time but were not uncommon. She noted that Better Market Street had already experienced a fund exchange, approved in the fall, to exchange the project's One Bay Area Grant (OBAG) funds with Prop K funds to fill a Central Subway cash flow issue.

David Klein asked if the previous fund exchange amounts were similar.

Ms. LaForte said that for the Better Market Street/Central Subway fund exchange, the amount exchanged was for the full \$15.980 million in OBAG funds that were originally programmed to Better Market Street. She noted that two Better Market fund exchanges were dollar-for-dollar exchanges meant to address color of money issues

Peter Tannen said that in previous updates, the project team had noted that the city would be coordinating with BART on installation of elevator canopies and replacement of the BART ventilation grates. He said that many cyclists got their wheels caught in between the grates and the pavement, but that he had understood that doing any work on the grates was very expensive. He asked if anything had yet come up in the project regarding plans to modify the ventilation grates.

Ms. Olea said that the project team was working very closely with BART on the grate replacement as part of the project. She noted that the proposed project substantially removed cyclists from the roadway by providing the new sidewalk level cycletrack, which would significantly reduce potential conflicts with the grates, though it would still be an issue for cyclists making turns. Ms. Olea said that the team was focused on the 5th and Market streets intersection because this grate was in significant need of replacement. She noted that because the SFMTA was installing heavier rail as part of Better Market Street, so the project needed to lower the profile of the gates to keep the roadway surface level.

Robert Gower said that in the previous presentation late last fall or early winter, one of the issues that came up was coordination with Muni on the Muni F-Market streetcar turnaround at McAllister Street. He asked what the status of that was and if it was still considered part of the project.

Ms. Olea said that yes, the F-Line turnaround was still part of the project and was included in the Better Market Street Environmental Impact Report (EIR). The turnaround was partially funded by the BUILD grant received in 2018.

Chair Larson was concerned that the project would rip up streets and raised questions about impacts to utilities, which were delaying the Van Ness Bus Rapid Transit project. He stated that he was looking for assurances that this project would not face similar delays. He asked if there were other techniques that could be used - like ground penetrating radar - to help understand the location of utilities and minimize the risk during construction.

Ms. Olea said that in the area next to the BART stations, utilities were moved out of the way in the 1970s during the station construction. She noted that in between stations, however, there were still a lot of abandoned utilities. She said that the project team had been using slot trenching and

ground penetrating radar to help understand what was there. She noted that this technology allowed the team to know that something was there but that it did not tell them what it was, or whether it was active or abandoned, which was why this work continued to be followed up with trenching.

There was no public comment.

David Klein moved to approve the item, seconded by Becky Hogue.

The item was not approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

12. Adopt a Motion of Support for the Allocation of \$10,757,555 in Prop K Sales Tax Funds for Nine Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions – ACTION

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

David Klein asked for clarification of how the BART construction management costs decreased compared to when their requests were previously considered by the CAC.

Ms. LaForte said construction management costs were expressed as a percentage of the construction contract costs. She said that the cost of the construction bid had increased but the cost of construction management had not, so the ratio of construction management to construction contract costs had decreased.

Mr. Klein said that he was excited to see the improvements planned as part of the Central Richmond Traffic Safety project because there had been serious crashes in the area. He asked where he could find a breakdown of the twelve corridors to be addressed by the Vision Zero Quick Build project.

Ms. LaForte said that the locations were listed in the enclosure for the item and she added that they would be on the Vision Zero High Injury Network.

Peter Tannen noted that the materials for the E/F Streetcar Extension project said that remaining project costs would be covered by the National Parks Service using their funds. He asked if they had agreed to fund the project.

Ms. LaForte said that that language was included in the Prop K Expenditure Plan when it was reauthorized in 2003.

Mr. Tannen asked if that language represented a commitment of funds.

Maria Lombardo, Chief Deputy Director, said that the language came from the Expenditure Plan Advisory Committee that felt that no additional transportation funds controlled by the Transportation Authority should be used for the project beyond the amount established in the Expenditure Plan.

Mr. Tannen said he was happy to see that so many of the projects under consideration were centered around pedestrian and bicyclist safety, particularly the Hairball interchange. He said that the improvements to Segments E and F of the path through the interchange that would be addressed by the project were long overdue.

During public comment, Edward Mason said that last December curb ramps were installed on

Nellie Street at 23rd Street and that subsequently the new concrete cracked and was repaired by a contractor. He said that within the last three weeks, the concrete had been sawed into and he did not know for what purpose. He said that he had also observed workers sawing into recently constructed concrete curb ramps on the south east corner of 23rd and Valencia streets. He said he was expressing frustration that these concrete ramps were being sawed into after recently being constructed.

Peter Tannen moved to approve the item, seconded by Rachel Zack.

The item was not approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

13. Adopt a Motion of Support to Adopt the Crooked Street Reservations & Pricing Program Study and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification – ACTION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Jerry Levine asked how visitors of residents would be able to pass.

Mr. Heidel said residents will either generate a guest pass for guests or residents will have a booklet of passes to distribute to guests.

Jerry Levine asked if fees collected were earmarked for a particular purpose.

Mr. Heidel said that during the first year of operations \$500,000 were anticipated for start-up costs, marketing, signage, and system design while an additional \$1 million was for operating costs primarily for Parking Control Officers and reservations staff. He added that one of the factors for evaluating the program was financial sustainability and the start-up funding would help cover initial costs until it was determined whether incoming revenues were able to cover those costs. He said that the state legislation mandated that fees collected were only for the cost of operating the program and if more was generated the price would need to be adjusted.

Rachel Zack asked if there was a traffic plan for visitors that made an incorrect turn into the queue for Crooked Street and did not know that reservations were required.

Mr. Heidel said turns onto the Crooked Street were currently restricted from Hyde Street to all except residents to keep the street clear for cable cars. He added that visitors must approach the Crooked Street from the Larkin and Lombard streets intersection. He said that the proposed reservation system included signage around the neighborhood and attendants with information that reservations were required. He said visitors without reservations approaching the Crooked Street would be directed to a right turn only lane onto Hyde Street. He added that the travel industry recommended having reservations available on the day of for tourists who may not have known about it before.

Rachel Zack said it was nice to have day of purchases available.

Chair Larson asked if the reservation system set a precedent for another area or neighborhood that saw a lot of tourists to request payment and reservations to travel on those streets.

Mr. Heidel said that the proposed reservations system was more comparable to Muir Woods and what made the Crooked Street unique was that the attraction was the street itself. He added that this unique characteristic made the solution not applicable to other places.

Rachel Zack asked if staff was coordinating with staff on the Downtown Congestion Pricing

Study when evaluating between a staffed versus automated reservation system.

Mr. Heidel said yes, that staff was coordinating between the two studies. He said it was expected that the Lombard pricing and reservation system would be in place first, but that in the long-term, the program would need to be reevaluated in the context of any future downtown congestion pricing program.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

14. Adopt a Motion of Support for the Approval of San Francisco's Goals for Plan Bay Area 2050 and San Francisco's Regionally-Significant Project List – ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Sophia Tupuola said she manages youth and one of her employees was assaulted at a bus stop on their way to work. She requested efforts regarding safety be included in the Plan Bay Area goals, particularly in communities of concern.

Rachel Zack asked how equity was conceptualized at the regional level and how San Francisco approached it, specifically for issues such as equitable access on off-peaks times.

Ms. Crabbe said that the Plan Bay Area process included an equity analysis of the packages of projects being considered, and it looked at issues such as off-peak access and other factors. She said the region also used the framework of communities of concern and looked at how projects benefited those areas. She added that the Transportation Authority would look at San Francisco's equity needs that possibly differed from the rest of the region and had included equity as one of its Plan Bay Area goals.

Mr. Levine asked if someone looked back at the first Plan Bay Area, if its projections were congruent with current reality.

Ms. Crabbe replied that while she did not know how the projections compared, over the twenty years she had been working on regional transportation planning in the Bay Area, the plans' vision had evolved from one focused on things like expanding the highway network and building housing in greenfield sites to one that is more focused on transit and transit oriented development.

During public comment, Edward Mason said growth was not funding growth. He added that the plan needed to identify how to eliminate private commuter buses and that private industry needs to help fund regional projects. He said Senate Bill 50 was gutted and watered down as it was merged with Senate Bill 330. He said the plan was asking residents to be at the developers' will.

Rachel Zack moved to approve the item, seconded by Sophia Tupuola.

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Ablog, Alavi and Chiang (3)

15. Update on the Study of Governance, Oversight, Finance and Project Delivery of the Downtown Extension– INFORMATION

Luis Zurinaga, Project Management Oversight consultant and Ignacio Barandiaran, Principal and

Board Director at ARUP and member of the subject study's expert panel, presented the item.

Chair Larson asked if the panel's recommendations would look back at Phase 1 issues like revisiting the alignment of the downtown extension.

Mr. Barandiaran said one of the key assumptions that the panel of experts agreed with the stakeholders and was critically important since there was an approved environmental document, was that there was no need to backtrack on all the planning that had taken part to date, including issues such as alignment. He said the two-year work plan looked to continue the development of the project and noted that the biggest task would be the development of the project itself. Mr. Barandiaran said planning, engineering, costing, scheduling, risk analysis, and development of funding sources was of the utmost importance to deliver the project. He made it clear that the work plan was not a two-year delay, but rather intended to recover the original public schedule, if the recommendations of the expert panel were adopted.

There was no public comment.

16. Introduction of New Business – INFORMATION

David Klein requested a breakdown of the spot improvements to be improved through the Vision Zero Quick Build project that was part of the Prop K allocation item earlier on the agenda. He said that he was concerned that a disproportionate amount of funds was planned to be spent in certain districts and he wanted to understand the reasons why.

17. Public Comment

During public comment Edward Mason

Edward Mason provided an update on idling commuter shuttle buses, buses with no license plates or no permits and additional violations. He thanked Peter Tannen for coordinating a meeting with Commissioner Mandelman to discuss commuter bus driving violations.

Jackie Sachs spoke about the transportation task force developed by Mayor Breed and asked for an update on the other 9 to 5.

18. Adjournment

The meeting was adjourned at 8:04 p.m.