



# DRAFT MINUTES

## Citizens Advisory Committee

Wednesday, October 23, 2019

### 1. **Committee Meeting Call to Order**

Chair Larson called the meeting to order at 6:00 p.m.

CAC members present: Kian Alavi, Robert Gower, David Klein, John Larson, Jerry Levine, Peter Tannen, Danielle Thoe, Sophia Tupuola and Rachel Zack (9)

CAC Members Absent: Ranyee Chiang (entered during Item 2) (1)

Transportation Authority staff members present were Amber Crabbe, Michelle Beaulieu, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Yana Waldman and Eric Young.

### 2. **Chair's Report - INFORMATION**

Chair Larson introduced Danielle Thoe, District 6 representative, to the Citizens Advisory Committee (CAC) and recognized departing CAC member Kian Alavi for his two years of service. Chair Larson announced that at the November 20 CAC meeting, nominations would be made for the CAC Chairperson and Vice-Chairperson for 2020. Per the CAC's By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year to be eligible for election at the first CAC meeting of the following year. He informed the CAC that a copy of the Executive Director's Report from the October 22, 2019 Board meeting had been placed in-front of them for their reference.

There was no public comment.

### Consent Agenda

#### 3. **Approve the Minutes of the September 25, 2019 Meeting - ACTION**

#### 4. **Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION**

#### 5. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2019 - INFORMATION**

#### 6. **Citizens Advisory Committee Appointment - INFORMATION**

During public comment Aaron Goodman, District 11 resident, in regard to the Van Ness Bus Rapid Transit project said he had suggested having Bus Rapid Transit continue south of Van Ness Avenue and providing public transportation options connecting Saint Luke's, San Francisco General and University of California San Francisco hospitals.

Jerry Levine moved to approve the Consent Agenda, seconded by Robert Gower.

The Consent Agenda was approved by the following vote:



Ayes: CAC Members Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Thoe, Tupuola and Zack (10)

### **End of Consent Agenda**

#### **7. Update on the Geneva/San Jose Intersection Study - INFORMATION**

Tony Henderson, Engineer at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Robert Gower said he appreciated the pedestrian focus of the recommendations and commented that the city was fortunate that there had not been significant pedestrian injuries to date. He said the area around the intersections of San Jose to Ocean and San Jose to Geneva was remarkable for the level of activity there, including the J,K and M Line being street level, Muni yard entries and exits that included a substantial number of vintage street cars, the number of street car line crossings going across the intersections, three entrances and exits to Interstate 280, City College and Balboa Park all there. He said it was a high pedestrian and vehicle traffic area and that it was still confusing to him after living nearby for a number of years, so the importance of pedestrian-focused redesign could not be over emphasized.

Peter Tannen asked if the increased walking distance would affect riders needing to transfer to bus lines.

Mr. Henderson said the walking distance would only increase by 100-150 feet.

Peter Tannen asked what the actual walking path that was proposed for the plaza because the diagram showed a line cutting diagonally across.

Mr. Henderson said the walking path would follow the path of the roadway and would be in between the drop off loop and the building. He said BART was continuing to work on the plaza but he did not have design details.

Peter Tannen asked if the increased walking distance yielded any feedback during public meetings.

Mr. Henderson said there was not much feedback regarding the increased walking distance but did note that there was a discussion at an SFMTA Mobility and Accessibility Advisory Committee (MAAC) meeting. He said the SFMTA's Accessibility Coordinator, Annette Williams, conveyed that the walking path while longer, would also be an easier and less steep path to travel for riders.

Peter Tannen said he was in favor of the pop-up meetings during commute hours and said it could get people who did not normally attend public meetings. He asked for an update on the project to convert the old Muni building into a community center.

Mr. Henderson said there was a schedule and funding available for the project so it was moving but he did not have additional details on hand.

Danielle Thoe noted that the bulbouts on the study's diagram did not appear to adequately meet the length of a two-car train.

Mr. Henderson confirmed that the proposed bulbouts were not as long as a two-car train. He said because of the curved track going in and out of the yards, the ends of the trains swung beyond the edge of the track, which meant that boarding facilities could not be built up to the edge of the track, as they normally would be. He said the



study proposed building an island that would cover the first train. He said there would be a parking strip adjacent to the second train, not a traffic lane, to ensure riders were not boarding adjacent to a moving lane of traffic, as was currently the case. He said that the length of the boarding island was one of the technical tradeoffs considered in the study.

Chair Larson asked if the Transportation Authority Board had provided feedback on the study.

Mr. Henderson said there were no questions asked by the Board, but did state that Commissioner Safai was in favor of the study and had been meeting regularly with the project team.

Chair Larson asked if an approximate timeline was known for BART's plaza redevelopment project.

Mr. Henderson said BART's goal was to have the opening of the plaza coincide with the completion of the housing development. He noted that BART was still seeking funding.

Chair Larson asked who owned the upper yard and if it was transferred to BART's ownership.

Mr. Henderson said the plaza and drop off loop locations of the yard were owned by BART and the remaining upper yard was owned by the SFMTA, but had since been transferred to the Mayor's Office of Housing and Community Development. The Mayor's Office of Housing Development subsequently transferred the land as a ground lease to the housing developer.

During public comment Aaron Goodman, Balboa Park Station Area CAC member, said his concerns for the area were long-term planning goals. He noted that it was the second largest transportation hub in the city and said it needed to have an improved transit network that better linked to and parts within the southern portion of the city. He suggested adding back the Muni T line as part of the study, because of its ability to serve a large number of riders and to connect to BART and a future high-speed rail line.

**Chair Larson called Item 8 after Item 12.**

**8. Adopt a Motion of Support for the Allocation of \$870,000, with Conditions, and Appropriation of \$5,700,000 in Prop K Sales Tax Funds for 6 Requests - ACTION**

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

Robert Gower said Transportation Network Companies (TNCs) were a major reason for freeway congestion and asked if TNCs would have the same level of access to the carpool lanes planned as part of the 101/280 Carpool and Express Lane project.

Yana Waldman, Assistant Deputy Director for Capital Projects, said the project team proposed the High-occupancy Toll (HOT) 3+ alternative as a way to reduce the number of TNC vehicles expected to use the new carpool lane, since most TNC vehicles carry only one passenger in addition to the driver.

Maria Lombardo, Chief Deputy Director, added that the Transportation Authority did not have the authority to preclude TNCs from using the express lanes and noted that



Transportation Authority staff was continuing to work with the Board on a legislative strategy to enable more local regulation.

Kian Alavi seconded the comments made by Robert Gower. He said he thought express lanes would be used heavily by Lyft line (TNC carpools) taking people to/from the airport who could easily afford the fee and raised skepticism about whether the express lanes would work. Mr. Alavi then asked how the equity study would be conducted.

Ms. Waldman said a major focus of the study would be an analysis of the communities that would be impacted by the express lane project and finding solutions that would make the project equitable for everyone.

Kian Alavi asked how the project team would reach the hard-to-reach communities, noting that most working class residents - who might take transit or drive on the freeway, would be unlikely to attend public meetings. He also asked when the equity study plan would be presented.

Ms. Waldman said the plan was to conduct outreach to communities that would be impacted by the project, including those with homes and jobs proximate to the corridor. She noted that the exact outreach method had not been developed but that the goal was to reach as many people who could be affected as possible.

Kian Alavi asked why funding for the project was being sought not without having the equity study methodology or outreach strategy worked out.

Ms. Lombardo said the requested funds would be used to develop a community engagement plan and the methodology for the equity study, and said that staff could return to the CAC to present this information as soon as it is developed.

Ms. Lombardo said the requested funds would be used to develop a community engagement plan and the methodology for the equity study, and said that staff could return to the CAC to present on these topics once the drafts are developed.

Peter Tannen said he was happy to see that part of the Hyde Street Safety project included working with Community Based Organizations (CBOs) that serve youth and families in the Tenderloin.

Chair Larson asked if there was elevator access for disabled passengers at the 22<sup>nd</sup> Street Caltrain station.

Sebastian Petty, Caltrain Senior Advisor, said the station was not currently compliant with the Americans with Disabilities Act (ADA), and noted that it had been constructed prior to the ADA. He said it would be a significant challenge to make the station ADA accessible, and that the study would assess expected long-term changes to the corridor in developing its recommendations.

Chair Larson suggested that short-term ADA improvements would be appropriate, given the possibility that the entire station could be moved or replaced.

Chair Larson requested that the CAC be kept updated on Caltrain's progress in identifying and selecting an alternative maintenance yard. He noted the importance of transparency.

Jerry Levine said some of the options under consideration in the Hyde Street Safety project were in conflict. In particular, he noted that 2-way conversion might not be



possible in conjunction with bike lanes and wider sidewalks due to limited right-of-way. He asked how such conflicts would be resolved.

Joel Goldberg, Grants Procurement Manager at the SFMTA, said he would convey Jerry Levine's concerns to the project manager, and said at this point the options were still in the discussion phase and nothing was set yet.

David Klein thanked staff for their clarity in presenting each project.

During public comment Aaron Goodman suggested a dedicated lane for trucks and delivery vehicles as a strategy for equitable use and reduced congestion in the 101/280 corridor. He pointed out that construction workers and delivery drivers were generally afforded the least access to dedicated lanes, and said regular travel lanes would operate at higher speeds if they were less obstructed by heavy vehicles.

Ranyee Chiang moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Thoe and Tupuola (9)

Absent: CAC Member Zack (1)

**9. Adopt a Motion of Support for the Approval of Reprogramming \$13,752,000 in Fiscal Year 2020/21 Regional Transportation Improvement Program Funds from the San Francisco Municipal Transportation Agency's (SFMTA's) Restoration of Light Rail Lines - Axle Counters Project to the SFMTA's Communications-Based Train Control (CBTC) - Phases 1 and 2 Project - ACTION**

Amber Crabbe, Public Policy Manager and Alexandra Hallowell, Transportation Planner (SFMTA), presented the item per the staff memorandum.

Chair Larson asked how Phases 1 and 2 of the project were determined.

Ms. Hallowell said Phase 1 already had a signaling project planned in advance of the strategic vision and said that project scope was rolled into Phase 1. She said Phase 2 would have the greater impact, with all service either initiating or terminating in the Muni Metro Subway. She said Phase 2 would introduce flexibility into the subway service operations plan which would subsequently enable a wider range of choices down the road. She added that the additional project phases were sequenced based on the SFMTA's understanding of the anticipated complexity and cost.

Ranyee Chiang noted that some lines would be on different communication systems at the same time and asked how the installation of the upgraded system would affect service.

Ms. Hallowell said the base plan of installing the upgraded system would not impact most service since other than the Muni Metro Subway, there was no existing train control so they could just install it and turn it on. In contrast, she explained that Phase 2 of the project in the Muni Metro Subway would require both train control systems to operate at the same time, and would be the most complex, the most expensive, and would require California Public Utilities Commission's (CPUC) authorization.

Robert Gower asked if the upgraded system would be able to communicate with



traffic lights system.

Ms. Hollowell said the upgraded system would be able to communicate with existing traffic lights and would use the signals to help SFMTA address train bunching and resolve service gaps by controlling which trains get priority when entering the Muni Metro Subway.

Robert Gower said it would nice to utilize the upgraded communication system to improve pedestrian safety at busy intersections, such as triggering all red phases at intersections where there are transit stops.

Kian Alavi asked if there were any risks with the new technology.

Ms. Hollowell said the technology was new to SFMTA, but was commonly used around the globe. She said she would defer to the project manager who could better answer questions about broader risks.

Peter Tannen asked what lessons were learned based off the 1998 Muni meltdown.

Ms. Hollowell said the SFMTA had learned how to better roll out technology systems. She suggested having the project manager attend a future CAC meeting and address the steps SFMTA was taking to reduce risk as the system was rolled out.

Peter Tannen asked if it would be possible to go back to the old system if any issues were encountered with the new system.

Ms. Hollowell replied in the affirmative and said the new system would be integrated side-by-side with the older system during Phase 1 of the project. She said if SFMTA encountered problems with the new system it could just turn it off and rely on the older system.

Danielle Thoe asked if train signal priority would be available once the new technology was installed or if there would be additional barriers to allow signal priority.

Ms. Hollowell said SFMTA would roll out the system by turning it on at each signal and linking them one by one to the central train control system.

There was no public comment.

Sophia Tupuola moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Thoe and Tupuola (9)

Absent: CAC Member Zack (1)

**10. Adopt a Motion of Support to Authorize the Executive Director to Increase the Amount of the Professional Services Contract with Civic Edge Consulting by \$100,000, to a Total Amount Not to Exceed \$250,000, for Strategic Communications, Media and Community Relations Services for the ConnectSF Program - ACTION**

Eric Young, Director of Communications, presented the item per the staff memorandum.

Sophia Tupuola asked what type of outreach would be conducted in the southeast of



the city and if there would be a focus on youth engagement.

Mr. Young said the project team was reaching out to churches, schools, youth and family groups and community centers through the help of CBOs in the southeast of the city. He added that those groups would also be invited to a two-hour workshop at the Southeast Community facility in November. He said the youth outreach would be done city wide, with a workshop held the week after the previously mentioned workshop.

Sophia Tupuola asked if the outreach list could be shared with the CAC.

Mr. Young said he would follow up with the outreach list.

Jerry Levine asked when Phase 3 of the ConnectSF project would be completed and what kind of testing would be used to determine its effectiveness.

Linda Meckel, Senior Transportation Planner, said Phase 3 was about the countywide transportation plan and transportation element update. She said both the countywide transportation plan - known as the San Francisco Transportation Plan, and Transportation Element documents had begun preliminary work, but had different timelines. She said both documents would be informed by the project concepts developed during Phase 2. She said the countywide transportation plan update was targeting late 2021[...and the Transportation Element would follow.]

Kian Alavi asked if the outreach was occurring during an inopportune season, what a proper outreach sample size would be, and if teens would be involved during the outreach process.

Mr. Young said the project team felt that the workshops were being held well in advance of the Thanksgiving holiday, but noted that the general outreach would be held after New Year's. He said outreach was an on-going effort and done through multiple venues to attempt to reach a strong sample size. He said the youth specific workshop was meant to provide the youth an opportunity to get involved and provide their opinions and ideas.

During public comment Aaron Goodman said getting feedback from institutions in regard to institutional growth was instrumental. He highlighted upcoming events on the west side of the city.

Peter Tannen moved to approve the item, seconded by Jerry Levine.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Thoe and Tupuola (9)

Absent: CAC Member Zack (1)

#### **11. Potential Regional Transportation Measure Update - INFORMATION**

Michelle Beaulieu, Senior Transportation Planner and Stuart Cohen, FASTER Steering Committee Member, presented the item.

Chair Larson commented that if Edward Mason were in attendance, he would be glad to see the proposal for a regional bus network. He noted that the Voices for Public Transportation presentation implied trains and a new transbay rail crossing and asked about the degree to which the measure would have project specificity, stating that



there would probably have to be some degree of specificity of projects for the ballot. Lastly, Chair Larson observed that as of late, a lot of projects were behind schedule, over budget, and when they open, they break and that presented a big hurdle to restore credibility for any potential measure.

Mr. Cohen said FASTER did not know what projects would make sense in 25 years which was why, unlike some other funding measures, the FASTER initial proposal had 4 programmatic buckets that could be decided upon at the agency level, for example, bike/ped money might go back to the counties. He said that legislators and Metropolitan Transportation Commission (MTC) commissioners, stated loud and clear that, they wanted some projects in the measure. FASTER was now figuring out what might make sense for 5-10 years of funding. If they are really good projects people might have confidence that in a few years, they would be able to get the money out the door. He added that FASTER wanted to focus on getting transit out of traffic, such as with buses on arterials or on express lanes. There was a lot of potential to use buses better in the future.

Kian Alavi agreed with Chair Larson's questioning of the use of FASTER for branding, transit is not FASTER now and this sets up unrealistic expectations. He also stated that it was confusing if a new authority was going to be developed or just additional branding stickers on everything. He asked if mobile apps were not already going to do the wayfinding work being proposed by the FASTER branding plan and said as a voter he was not sure about putting a cent down knowing transit grinds along and only incrementally gets better.

Mr. Cohen he said the idea was that transit vehicles branded with a FASTER sticker would let you know that something branded FASTER was connected into this regional system, it's out of traffic, and will be more reliable than something without that branding.

Peter Tannen said this generally sounds like a good program, coordinating with an independent oversight body over the 27 individual transit agencies in the region. However, he said he was a little skeptical that this could work because there had been ideas to do something like this in the past that had all failed.

Mr. Cohen said that with money on the table, the transit agencies had come together and had serious discussions with FASTER, and now there was a large study coming on fare integration. Mr. Cohen reported that the agencies have said that it was complicated but if there was enough money that the agencies can be held whole, they think it makes sense for the region to move toward fare integration. And if there are regional discounted fares given, they don't want to pay for that either. Money was bringing the transit operators to the table.

Peter Tannen asked if the difference between Voices for Public Transportation and FASTER was the support and nonsupport of the one cent sales tax.

Mr. Cohen replied in the affirmative, stating that he was amazed that the investment strategies of the business community and the equity groups were so close together, that they are 90% aligned but that the revenue measure was where the differences were.

During public comment Aaron Goodman suggested projects that could be developed on the west side of the city, connecting that part of the city to the rest of





San Francisco and to other regional transit systems.

Jackie Sachs said she was in favor of light rail on Geary Boulevard as opposed to the Bus Rapid Transit and requested funding for a Geary Boulevard light rail project.

**Chair Larson called Item 12 after Item 7.**

**12. Update on the Downtown Rail Extension Peer Review Panel's Findings and Recommendations on Governance, Oversight, Management and Project Delivery - INFORMATION**

John Fisher, Vice President and Nor Cal District Manager at WSP USA, presented the item staff memorandum.

Rachel Zack asked if the report detailed each role the partner agencies would play or if a timeline was created.

Luis Zurinaga, Consultant to the Transportation Authority, said the panel had begun the conversation and that a Memorandum of Understanding (MOU) was needed to clarify and assign roles.

Chair Larson asked what the government structure would look like after the Integrated Program Team's (IPT) initial two-year action plan.

Mr. Fisher said the governance structure after the initial two-years was still to be determined and said the report offered example of construction delivery methods adopted by Los Angeles Metro as one example. He said the report showed procurement for the construction phase at the conclusion of the two-year work plan.

David Klein asked if there were staffing concerns for the project in terms of its ability to attract highly qualified personnel.

Mr. Fisher said the panel felt that creating momentum with a funding plan would help attract high-level experts.

During public comment Aaron Goodman said Berlin, Germany was able to complete a similar project and said the project needed to be completed regardless of cost.

**13. Introduction of New Business - INFORMATION**

There were no new items introduced.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

The meeting was adjourned at 8:29 p.m.