



# DRAFT MINUTES

## **Citizens Advisory Committee**

Wednesday, January 22, 2020

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

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

CAC members present: Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Danielle Thoe and Rachel Zack (7)

CAC Members Absent: Sophia Tupuola (entered during Item 2), Peter Tannen (entered during Item 9), Ranyee Chiang (entered during Item 10) and David Klein (4)

Transportation Authority staff members present were Kaley Lyons, Amber Crabbe, Eric Cordoba, Mike Tan, Maria Lombardo and Alberto Quintanilla.

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

Chair Larson welcomed new CAC members Stephanie Liu and Kevin Ortiz and invited them to make introductory remarks. He announced two upcoming ConnectSF public workshops; Saturday, February 8, 2-4pm, Park Branch Library, 1833 Page Street and Thursday, February 13, 6-8 pm, Mission Cultural Center, 2868 Mission Street. Chair Larson said input from the workshops would help ConnectSF identify project and policy concepts to be included in studies looking at ways to improve city streets, freeways and transit networks. He added that ConnectSF staff was also available to give presentations to community groups.

There was no public comment.

### **3. Election of Chair and Vice Chair for 2020 - ACTION**

Chair Larson announced that at the November 20, 2019 CAC meeting the positions of CAC Chair and Vice Chair had been opened for nominations for the 2020 term. He said that for the Chair seat, John Larson was nominated to be elected.

There was no public comment.

The motion to elect John Larson as Chair was approved by the following vote.

Ayes: CAC Members Gower, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (7)

Abstention: CAC Member Larson (1)

Absent: CAC Member Chiang, Klein and Tannen (3)

Chair Larson said that for the Vice Chair seat, David Klein was nominated to be elected at the November 20, 2019 CAC meeting.

There was no public comment.

The motion to elect David Klein as Vice Chair was approved by the following vote.

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack



(8)

Absent: CAC Member Chiang, Klein and Tannen (3)

#### **Consent Agenda**

- 4. Approve the Minutes of the November 20, 2019 Meeting - ACTION**
- 5. Adopt a Motion of Support for Approval of the Fiscal Year 2020/21 Transportation Fund for Clean Air Program Local Expenditure Criteria - ACTION**
- 6. Citizens Advisory Committee Appointment - INFORMATION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2019 - INFORMATION**
- 8. Audit Report for the Fiscal Year Ended June 30, 2019 - INFORMATION**

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Thoe, Tupuola and Zack (8)

Absent: CAC Member Chiang, Klein and Tannen (3)

#### **End of Consent Agenda**

- 9. Adopt a Motion of Support for the Allocation of \$5,832,072 in Prop K Sales Tax Funds for Seven Requests, with Conditions - ACTION**

Kaley Lyons, Transportation Planner, presented the item per the staff memorandum.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Jerry Levine asked what the startup date was for the current phase of the project.

Amy Lam, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), said the project team was still working on selecting a startup date. She said the project was currently at 65% design, with bids expected to go out around the middle of 2020 and start of construction in 2021.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Danielle Thoe asked if pedestrians and bicyclists would be affected by the 2-3 month shut down of the bridge.

Ms. Lam said the project team still had around a year to develop alternate transit routes for the project, which required additional details about the construction work. She added that SFMTA and the Department of Public Works (DPW) would outreach to the public once the alternate routes were determined.

Danielle Thoe recommended keeping bicycle and pedestrian paths accessible as much as possible during the construction phase of the project.

Regarding the Islais Creek Bridge Catenary Reconstruction project, Sophia Tupuola said the bridge was a major artery into Bayview Hunter's Point and one of few access points to the downtown area. She asked that the project team be very mindful of this when developing plans to reroute public transit riders.



Regarding the Islais Creek Bridge Catenary Reconstruction project, Kevin Ortiz asked what period of time the bridge would be shut down. He suggested that the project team be strategic when selecting a least intrusive time of the year to shut down the bridge. He also recommended that there be an equity focus that protects residents in the surrounding area.

Ms. Lam said SFMTA would host outreach events that would allow residents to ask questions and provide feedback. She also noted that the contractor chosen for the project would need to follow the SFMTA's timeframe, which typically would take into account a desire to overlap with big events, etc.

Regarding the Schools Engineering Program Fiscal Year (FY) 2020, Robert Gower asked how the 35 schools were selected, if the schools were a blend of public and private schools and if cost sharing was utilized for private schools that participated in the program or otherwise.

Damon Curtis, Traffic Calming Project Manager at the SFMTA, said the program covered all public and private schools and did not have a cost sharing component. He said the 35 schools were selected via requests by school faculty, parents or students. He said the requests were made through 311, emails and or phone calls.

Sophia Tupuola asked how schools that did not make formal requests get on the program list, specifically schools located in communities of concern (COCs).

Mr. Curtis said the program had a dedicated engineer who focused solely on school area safety and visited each San Francisco school. He said the 35 schools that selected to be part of the program had the greatest safety need. He added that the population of schools and collision data around schools were also used to prioritize which schools were in most need.

Regarding the Transit Signal Priority project, Peter Tannen asked if there was a timeline to complete installation of Transit Signal Priority equipment on all vehicles and applicable intersections.

Robert Lin, SFMTA staff, said signals were being installed at a rate of 100 signals per year and could potentially complete the Transit Signal Priority implementation in five years if current funding levels remained the same.

Regarding the Traffic Signal Visibility Upgrade projects, Danielle Thoe asked if the program related to the Traffic Signs Upgrades FY 2020 project and if the traffic signs upgrades would also look at adding better striping for high visibility crosswalks along side of upgrading the traffic signs.

Geraldine De Leon, Project Manager at the SFMTA, said the goal of the traffic signs project was to replace outdated signs and focused on locations that had signs installed before 2005.

Danielle Thoe asked if it made sense to also replace striping along crosswalks when replacing traffic signs.

Ms. De Leon said the replacement of striping would require a different crew.

Kevin Ortiz requested a map of the 35 schools selected as part of the Schools Engineering Program FY 2020.

Chair Larson requested an update on the Islais Creek Bridge Catenary Reconstruction project before the start of construction.



There was no public comment.

Peter Tannen moved to approve the item, seconded by Danielle Thoe.

The item was approved by the following vote:

Ayes: CAC Members Gower, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola and Zack (9)

Absent: CAC Members Chiang and Klein (2)

**10. Adopt a Motion of Support for Approval of the 2020 State and Federal Legislative Program - ACTION**

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

Rachel Zack suggested that the Transportation Authority prioritize climate goals above emerging mobility modes. She asked if the CAC would be able to see the plans for a no-fee Lombard Street Reservation and Pricing Program and noted that the previous legislation would have paid for itself by collecting fees for reservations.

Ms. Crabbe said there currently was not an estimate for the cost of a no-fee Lombard Street Reservation and Pricing Program, but that the CAC would be updated as more information became available. With respect to the climate goals, Ms. Crabbe said Governor Newsom issued a climate action rule in October 2019, which mandated considering climate impacts in the distribution of transportation funds. She said staff anticipated there would be a conversation at the state level about what that would look like with respect to restructuring funding formulas or competitive state grant programs.

Regarding Senate Bill (SB) 50 (Wiener), Rachel Zack asked what the transit shortfalls would be related to the proposed up-zoning.

Ms. Crabbe said the most recent estimates of the city's outstanding transportation funding needs through 2045 was \$22 billion. She said the Transportation Authority Board is seeking an amendment to SB 50 to link the associated growth with funding for transportation planning and infrastructure.

Regarding the Lombard Street Reservation and Pricing Program, Robert Gower asked at what point the cost of a fee-less reservation system outweighs the benefits. He said time, resources and funds were being allocated towards a project that might have a limited impact on congestion, while benefiting a more affluent neighborhood. He added that those resources could possibly be better used in COCs.

Ms. Crabbe said staff was currently working on how to address the issues highlighted by Governor Newsom and that the CAC would receive an update once there is more information on a proposed path forward for a no-fee program.

Robert Gower requested that any future updates identify who the proponent(s) are for the reservation system.

Jerry Levine asked what efforts were underway to work with larger transit agencies to jointly advocate for federal legislation that supports transit.

Ms. Crabbe said the Association of Public Transit Agencies (APTA) had a strong a coalition of transit agencies across the country and were developing platforms and working with members of the House and Senate transportation committees.



Chair Larson suggested a Mello-Roos tax as a funding mechanism for Lombard residents.

Ms. Crabbe acknowledged the suggestion and said she would pass the idea to staff working on the project.

Danielle Thoe seconded Chair Larson's and Robert Gower's comments. She asked if there were any concerns about the government making federal funding available on time.

Ms. Crabbe said the Federal Transit Administration had been slowly obligating Capital Investment Grant funds to local transit agencies. She noted that there was an APTA working group that had collected data showing the cost of the delays to local transit agencies.

In regard to SB 50, Danielle Thoe asked what the critical need was to tie transit funding to the increase in housing. She said she worked as an affordable housing developer and from her experience, housing was not built until an area had accessible public transit. She added that she did not want to see policy bills tied to funding for something else.

Ms. Crabbe said the bill had been amended and staff were working with the San Francisco Planning Department to reevaluate what it would mean for San Francisco. She said she would be happy to follow up with Ms. Thoe. She noted that housing and transit were being increasingly linked at the regional level, and that transportation needs could also be addressed as part of a package of bills, rather than including transportation funding in SB 50.

Danielle Thoe asked if the packaged bills would be similar to SB 278 (Beall).

Ms. Crabbe said staff was still thinking through what the amendments could look like.

Danielle Thoe asked if transit operators who travel within the city had taken a position on SB 50.

Ms. Crabbe said she was not aware, but would follow up.

Stephanie Liu requested a presentation on how the various public agencies work together with respect to funding and governance.

Chair Larson seconded Stephanie Liu's request.

During public comment Edward Mason asked who the principal parties were for Seamless Bay Area and asked if the Transportation Authority was going to take a strong stance requesting that the California Public Utilities Commission (CPUC) release all Transportation Network Company data.

Chair Larson asked if the Seamless Bay Area website address could be sent to the CAC.

Ms. Crabbe said that the CAC would receive an update on Seamless Bay Area at the February CAC meeting.

Jerry Levine moved to approve the item, seconded by Stephanie Liu.

The item was approved by the following vote:

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



Absent: CAC Member Klein (1)

**11. Adopt a Motion of Support Authorizing the Executive Director to Execute Eight Project Delivery Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State and Federal Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project - ACTION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Larson asked if the bridges would be shut down at the start of construction.

Mr. Cordoba said the roadway on the west side of the island would be shut down and detour vehicles on and off the island through Macalla Road or Southgate Road.

Peter Tannen asked for additional information on the Forrest Road detour project.

Mr. Cordoba said the Forrest Road detour was built as a temporary detour for the Yerba Buena Island Westside Bridges ramps project. He added it was a major detour access point for Yerba Buena Island.

There was no public comment.

Kevin Ortiz moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

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

Absent: CAC Member Klein (1)

**12. Adopt a Motion of Support Authorizing the Executive Director to Amend No. 5 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$400,000, to a Total Amount Not to Exceed \$1,995,000, and Extend the Agreement Through June 30, 2022 for Operations and Maintenance Services for the New Vista Point at Pier E2 - ACTION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Peter Tannen said he had been out to Vista Point and looked forward to the Pier E2 opening.

Mr. Cordoba said there was still a lot of construction on the roadway, but work was being done to inform the public of what sites were currently open.

Jerry Levine asked if the Transportation Authority could organize a CAC visit of Vista Point.

Mr. Cordoba said staff could coordinate a site visit for the CAC, potentially in the spring.

Chair Larson asked if there was an update on plans to extend the Bay Bridge bicycle path from Oakland to San Francisco.

Mr. Cordoba said the Bay Area Toll Authority (BATA) was the lead agency on the project and had Regional Measure 3 (RM3) funding to continue the work. He added that the Transportation Authority was working with BATA to add a bicycle path along



the roadway segment on the west span side of Yerba Buena Island that would go across the Bay Bridge. Mr. Cordoba said he could provide a detailed update at a future meeting.

Robert Gower asked if the historic torpedo building location was under the new eastern span of the Bay Bridge.

Mr. Cordoba replied in the affirmative.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

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

Absent: CAC Member Klein (1)

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

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Robert Gower asked if the disputes with the project contractor had been resolved.

Mr. Cordoba said that there had been agreements made on some of the major contractor's claims regarding underground work. He added that project staff was also having a more in-depth investigation with the construction management team.

Peter Gabancho, Project Manager at the SFMTA, said project staff had worked with the contractor to not get hung up over disputes on cost. He said the city was incorporating unilateral change orders with the contractor to focus on the construction work, allowing more time to address the financial issues without holding up the project.

Robert Gower said it sounded like the city and the contractor were developing good faith to ensure that the construction kept moving forward.

Mr. Cordoba replied in the affirmative and said he was in favor of the city's use of unilateral change orders with the contractor.

Rachel Zack said she gets off the bus on McAllister Street and asked what the thought was behind how the drop off zone was configured, noting the bus doesn't pull into the drop off area.

Mr. Gabancho said the bus stop on McAllister Street was a drop off zone built for the opera house and was primarily used by people visiting the nearby art center.

Peter Tannen asked about the unanticipated sewer and water pipe conditions.

Mr. Gabancho said Van Ness Avenue has had active occupation for over 150 years and had a lot of infrastructure that was unrecorded and unmapped. He said unanticipated gas lines required identifying whether or not the gas line was active and which utility company it belonged to - all of which take time.

Peter Tannen asked if the subcontractor had any relation to the famous Michael O'Shaughnessy,



Mr. Gabancho said there was no relation as far as he knew.

Mr. Cordoba said Yerba Buena Island was another example of a site with old infrastructure and inaccurate map drawings. He added that unanticipated gas and water lines required following safety protocols and due diligence.

Chair Larson recalled a previous Van Ness Avenue discussion about the city not wanting to install replica street lights in the historic zone of Van Ness Avenue because they were not real and installing modern street lights in the heritage zone. He asked what was decided for those two zones of the corridor.

Mr. Gabancho said that modern street lights would be installed in the historic district and the replica historic lights were going to be installed into the rest of the corridor.

There was no public comment.

**14. Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project - INFORMATION**

Al Lee, Project Manager at Caltrans, presented the item.

Rachel Zack asked if the project would prioritize public transit or high occupancy vehicles (HOV) lanes during the deck replacement.

La-Tanga Hopes, Public Information Officer at Caltrans, said Caltrans goal was to go full multimodal and emphasize alternative transportation options. She said Caltrans was asking the public to avoid using Alemany Boulevard and consider teleconferencing or working remotely. Ms. Hopes added that Caltrans was developing a project webpage that would be a transportation hub for all possible modes of travel during the construction period.

Mr. Lee said Caltrans was working with the SFMTA to provide a bus only lane on Bayshore Boulevard.

Rachel Zack asked if Caltrans had plans to prioritize public transit during construction.

Mr. Lee said it was a regional project which would require coordination and outreach among the various public transit agencies. He said there was on-going discussion with SamTrans about potentially having buses use shoulder lanes on the freeway.

Stephanie Liu said Google had a five-day reorganization and asked their employees to work remotely, which noticeably reduced traffic on U.S. 101. She asked if Caltrans was working with Apple and Google maps, noting that the public would most likely rely on those apps as opposed to visiting the Caltrans website.

Ms. Hopes said Caltrans would ask major employers to suggest that their San Francisco based employees work out of alternate satellite offices to lessen the number of vehicles on U.S. 101.

Stephanie Liu said the potential increase of new Caltrain and BART riders, due to the deck replacement, might be a good opportunity for those public transit agencies to convince the public to rely more on public transit.

Ms. Hopes agreed.

Stephanie Liu asked if Caltrans had considered using eco-friendly concrete and building materials for the project.

Mr. Lee said all Caltrans projects had strict protocols for materials, including concrete.





Stephanie Liu said she would like to know how the CAC could assist in getting the word out promoting any upcoming outreach events.

Ms. Hopes said Caltrans had three upcoming public meetings scheduled (shown in the slide deck) and encouraged the CAC to help get the word out.

Robert Gower asked why westbound Alemany had to be converted into a two-way street and what resources would be used to help cyclists.

Mr. Lee said westbound Alemany was being converted into a two-way street because the northbound off-ramp would no longer be available and instead become part of the mainline detour. He said parking control officers would be active in the area to facilitate Muni and general traffic movement. Mr. Lee added that the reconfigured two-way street would have bike lanes on both sides.

Robert Gower asked if Caltrans was working with BART to ensure there will be traffic flow and control at the Balboa Park and Glen Park stations. He noted that Glen Park was a heavily congested area with tech shuttles.

Mr. Lee said Caltrans was working with BART to establish a memorandum of understanding to add additional BART station officers during the project. He said he would pass the question along to BART staff regarding traffic flow at the Balboa Park and Glen Park stations.

Robert Gower requested that Caltrans attend neighborhood association meetings in the area before the start of the project.

Ms. Hopes said Caltrans' goal was to reach as many neighborhoods as possible and provided her contact information with the CAC.

Sophia Tupuola asked what was being done to provide preferential hiring for local residents who would be directly affected by the project, especially in communities of concern.

Mr. Lee said it was a \$21 million capital project for Caltrans and had a 13% disadvantaged business enterprise (DBE) goal. He said he anticipated that local sub-contractors would be hired, and that Caltrans had hired Civic Edge to assist with outreach.

Ranyee Chiang said that a silver lining of the project may be that people will permanently switch to other modes of transportation if they are encouraged to try. She asked what quality assurance and quality control (QA/QC) measures Caltrans was taking to ensure safety during and after the 18-day construction period.

Mr. Lee said the project had the highest attention at Caltrans and would have a daily reporting system from the contractor. He added that the Caltrans project team was familiar with high impact projects and was the same team that worked on projects like Doyle Drive.

Peter Tannen suggested updating the presentation to clearly show that the existing eastbound portion of Alemany Boulevard would be closed and rerouted during construction. He also suggested providing greater detail around the local shortcuts' drivers might take during the construction periods.

Mr. Lee acknowledged Mr. Tannen's suggestions and said Caltrans had met with Supervisor Walton's office on three occasions discussing the need to close the eastbound on-ramp at 3<sup>rd</sup> Street, in order to prevent drivers from using local roads as



a shortcut.

Danielle Thoe noted that the Caltrans U.S. 101 deck replacement project webpage was under multiple news articles in in Google search results rather than appearing on top. She suggested using paid search results to make it more accessible to the public. She also noted that information on the public outreach meetings was not on the project website.

Ms. Hopes said Caltrans was planning to launch a new webpage on Friday, January 31. She added that Caltrans would use all forms of media to keep the public updated throughout the project. She added that Caltrans' intent is to inform and alert the public, but not scare them away from visiting businesses in the area.

There was no public comment.

#### **15. Introduction of New Business - INFORMATION**

Jerry Levine requested a presentation from new SFMTA Executive Director Jeffrey Tumlin and said he had concerns and questions about Mr. Tumlin's vision for the SFMTA moving forward.

Chair Larson said he supported Mr. Levine's request.

Sophia said she recently rode a Lyft rideshare bike and enjoyed the experience. She asked if anything was being done to reach out to District 10 residents such as holding an educational workshop to inform new riders where to locate bike racks and how to use the bike share system.

Kevin Ortiz requested a map of geofenced Transportation Network Company (TNC) areas and the process required to geofence different sections of the city.

Chair Larson asked if the CAC could initially be provided a map of areas that the city had or planned to geofence.

Rachel Zack said she would be happy to discuss geofencing at a future CAC meeting.

Peter Tannen seconded Mr. Levine's request for a presentation from Mr. Tumlin.

Robert Gower requested a future update on the Better Market Street project and the closure of Market Street to private vehicles.

There was no public comment.

#### **16. Public Comment**

Edward Mason provided an update on idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Chair Larson asked if his monthly reports to the CAC were being forwarded to Commissioner Mandelman or the SFMTA.

Mr. Mason said he was regularly sending reports to the SFMTA, but said his reports had been rejected by the SFMTA, but did note that the city's taxi inspectors were out monitoring the streets he highlighted in his reports.

Jackie Sachs requested a Central Subway and Other 9 to 5 project update.

#### **17. Adjournment**

The meeting was adjourned at 8:21 p.m.