



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, February 27, 2019

### 1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:06 p.m.

CAC members present: Myla Ablog, Kian Alavi, Robert Gower, John Larson, Jerry Levine and Peter Tannen (6)

CAC Members Absent: Becky Hogue, David Klein and Rachel Zack (3)

Transportation Authority staff members present were Michelle Beaulieu, Eric Cordoba, Cynthia Fong, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Oscar Quintanilla and Mike Tan.

### 2. Chair's Report – INFORMATION

Chair Larson reported that staff had embarked on a review of alternative Governance, Oversight, Management, and Project Delivery options for the Downtown Extension (DTX), for which they had assembled a team of experts from multiple organizations. He said current efforts were concentrating on finalizing the contracts and task orders for three main streams of work: Rail/Mega-Project Best Practices, Project Delivery and Finance, and Governance and Oversight. He said staff anticipated completing the effort in late spring and would provide regular updates to the Board and CAC, with the first one in March.

Chair Larson reported that staff had reached out to the San Francisco Municipal Transportation Agency (SFMTA) in response to Peter Tannen's request to have an SFMTA representative invited to answer questions about the e-scooter program. He said the SFMTA was currently preparing the mid-term evaluation of the pilot program and planned to provide a presentation to their Board in April. The SFMTA had agreed to provide the CAC with a presentation after the report was released to its Board.

Chair Larson gauged the interest of the CAC to schedule an ethics workshop led by Nossaman LLP, counsel for the Transportation Authority. He said Alberto Quintanilla, Clerk of the Board, would send the CAC an email to schedule a meeting date.

Chair Larson noted that a copy of the Executive Director's Report (EDR) from the February 26, 2019 Transportation Authority Board meeting had been provided to the CAC. He added that the CAC would receive the EDR moving forward.

There was no public comment.

### Consent Agenda

#### 3. Approve the Minutes of the January 23, 2019 Meeting – ACTION

#### 4. Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION – ACTION

**5. Citizens Advisory Committee Appointment – INFORMATION**

**6. State and Federal Legislation Update – INFORMATION**

There was no public comment on the Consent Agenda.

Jerry Levine moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

**End of Consent Agenda**

**7. Adopt a Motion of Support for the Allocation of \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project – ACTION**

Oscar Quintanilla, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Tannen asked why the intersections of 20<sup>th</sup> Avenue at Kirkham Street and at Ulloa Street were selected for traffic circles.

Nick Smith, Project Manager at the San Francisco Municipal Transportation Authority (SFMTA), said the main goal of the traffic circles was to facilitate U-turns for vehicles trying to make left turns going southbound on 19<sup>th</sup> Avenue, encouraging vehicles to make a U-turn instead of driving on 20<sup>th</sup> Avenue for a block. The selected intersections are where more of this behavior was observed.

Chair Larson asked how the community reacted to parking spaces being removed.

Mr. Smith said the SFMTA held a public hearing recently and most negative comments were around parking. He added that the majority of comments received were positive and the SFMTA had tried to minimize parking loss with measures such as reducing the length of intersection daylighting from 20 feet to 10 feet. He said that overwhelmingly, the response to the project had been positive.

There was no public comment.

Peter Tannen moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

**8. Adopt a Motion of Support for the Amendment of the Prop AA Strategic Plan – ACTION**

Oscar Quintanilla, Senior Transportation Planner, and Anna LaForte, Deputy Director for Policy and Programming presented the item per the staff memorandum.

Jerry Levine asked if the Prop AA program had an expiration date.

Mr. Quintanilla said the Prop AA fee and expenditure plan were approved by San Francisco voters for 30 years.

Jerry Levine asked how motor vehicle was defined and if Transportation Network Companies (TNCs) were required to register scooters and newer motorized vehicles.

Mr. Quintanilla said he was not familiar with the requirements for new motorized vehicles and would need to get back to the CAC with more information. He added that Prop AA revenues

were part of the vehicle registration fee collected by the Department of Motor Vehicles.

Jerry Levine asked if there was any way to capture the \$10 Prop AA fee on TNC vehicles that were not registered in San Francisco but that provided service in San Francisco.

Mr. Quintanilla said the Prop AA vehicle registration fee is only collected on vehicles that are registered in San Francisco, but that the TNC tax on trips originating in San Francisco was one way to have TNCs contribute revenues toward transportation improvements.

Myla Ablog asked if pedestrian lighting fixtures were considered different than street lighting fixtures.

Mr. Quintanilla said the recommendation of the community-based transportation plan was to add pedestrian scale lighting, closer to the street than typical streetlights. He added that the recommendation from the plan is to create a network of better lit streets.

Myla Ablog stated that her vehicle windows had been smashed in five times in the Western Addition, since June 2018. She noted that Captain Angler recommended increased street lighting and cameras, at a recent community meeting, as ways to deter vehicle break-ins. She requested more attention to lighting in the Western Addition and Jefferson Park.

Kian Alavi said all TNC vehicles who drive in San Francisco should be charged the Prop AA \$10 registration fee. He also asked how the Transportation Authority was reaching out to different communities on the call for projects.

Mr. Quintanilla said the outreach strategy for the call for projects was still being developed. He added that the Transportation Authority typically relies on an email list that included district offices, public agencies, and community-based organizations.

Robert Gower asked how communities of concern were defined and selected.

Mr. Quintanilla said that communities of concern stems from a regional definition created by the Metropolitan Transportation Commission (MTC) and are defined as any census tract that either has both a concentration of minority population of over 70% and low-income household over 30% or a census tract that has a concentration of low-income households over 30% and 3 of 6 disadvantage factors. Those disadvantage factors include; English deficiency, zero-vehicle households, seniors over the age of 75, individuals with disabilities, single-parent households and severely rent-burdened households. He added that the Transportation Authority modified the MTC definition to used census block group, a smaller geographic area than census tracts, to perform a finer grain analysis.

Robert Gower asked if there was a particular strategy to outreach to communities of concern.

Mr. Quintanilla said the Transportation Authority was strategizing ways to better connect with communities of concerns and added that Prop AA project sponsors were public agencies. He said that project submissions that were in communities of concern or benefitted communities of concern would receive priority.

Robert Gower asked if the projects were proposed by the communities.

Mr. Quintanilla replied that that was not necessarily the case but that projects that had the support of the community or district Supervisor scored higher in the evaluation process.

Ms. LaForte said that Prop AA funds are for final design and construction which required planning and initial conceptual engineering to have been completed. She added that projects that involve communities of concern are also given priority for multiple grant programs.

Chair Larson asked how often after a census was the communities of concern list updated.

Maria Lombardo, Chief Deputy Director, said there was not a regular cycle, but generally it was updated at least every 4 years when the regional transportation plan is updated, noting that the idea for communities of concern emerged from a prior regional transportation plan.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Larson, Levine, and Tannen (6)

Absent: CAC Members Hogue, Klein and Zack (3)

9. **Adopt a Motion of Support to Authorize the Executive Director to Execute a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; the Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and the California Environmental Quality Act/National Environmental Policy Act Revalidation for the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION**

Dale Dennis, consultant for the Transportation Authority, presented the item per the staff memorandum.

Peter Tannen asked if Hillcrest Road heading east bound onto the ramp was a one-way road and if bike and pedestrian paths were 2-way facilities.

Mr. Dennis replied in the affirmative to both questions.

Kian Alavi asked what the nature of the agreement was in general and if the agencies requesting funds would be receiving funds directly from the Transportation Authority.

Mr. Dennis said the Transportation Authority would only be expending funds for the Utility Relocation Agreement, but would subsequently get reimbursed with federal or state funds.

Kian Alavi asked if \$5,534,760 was the project total.

Mr. Dennis clarified that the \$5,534,760 was the budget for the right-of-way acquisition costs.

Jerry Levine commented that the proposed project drawing was confusing and suggested having adequate wayfinding signage for visitors.

Mr. Dennis said that wayfinding signage was part of the project, and he agreed that signage would be very important given the complexity of the design. He added that there was no signalization besides the bike and pedestrian crossing.

Kian Alavi questioned the working environment of Caltrans based on a conversation he had with a female Caltrans employee. He advised the Transportation Authority to review all agreements with open eyes and through an ethical lens.

Chair Larson asked if the proposed bike and pedestrian pathway would route people under the bridge and up through Macalla Road. In addition, Chair Larson asked about bike/pedestrian access along Hillcrest Road.

Mr. Dennis replied in the affirmative about the bike routing. He added that the Bay Area Toll Authority (BATA) was conducting studies to move forward with implementation of the bike and

pedestrian pathway along Hillcrest Road.

Chair Larson asked if the proposed construction on Hillcrest Road to the eastbound on-ramp was existing roadway.

Mr. Dennis said the roadway was existing, but would be reconstructed with a different profile and would be widened.

There was no public comment.

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

The item was not approved by the following vote:

Ayes: CAC Members Larson, Levine, and Tannen (3)

Abstain: CAC Members Ablog, Alavi and Gower (3)

Absent: CAC Members Hogue, Klein and Zack (3)

#### **10. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Larson asked if slip-lining old sewer lines was as effective as replacing the sewer lines with new pipes.

Mr. Gabancho said slip-lining was being primarily used at the intersections crossing east to west along Van Ness Avenue to avoid having to trench across the intersections. He said slip-lining old sewer lines did provide a lower life span, between 75-85 years, compared to new sewers, but would save on the construction time. He added that new PUC sewer lines lasted around 125-150 years.

Chair Larson asked if the SFMTA had discussed the possibility of completely closing down Van Ness Avenue to speed up the construction timeframe.

Mr. Gabancho said that the project team discussed the possibility of closing down Van Ness Avenue during the environmental phase of the project and early engineering phase, but traffic modeling showed that the side streets would not be able to handle a diversion of traffic.

Robert Gower asked for an update regarding community engagement with local businesses along Van Ness Avenue. He referenced an article in the San Francisco Chronicle that speculated whether construction along Van Ness Avenue was responsible for the closure of businesses.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working extensively with businesses and closures were a major concern of the project team. She said that construction was not the cause of every business closures along Van Ness Avenue and said that the SFMTA was working with the Office of Economic and Work Development (OEWD) to establish a metric to monitor the status of businesses. She added that Walsh Construction had a field officer that was conducting outreach to help businesses with various challenges. Ms. McCarthy said that businesses that were struggling were referred to OEWD who then helped them build a business plan and provided technical assistance. She estimated that around 8 businesses were struggling due to construction.

Peter Tannen asked if the advertising space offered to businesses on Muni buses was free.

Ms. McCarthy said the advertising space was free but that businesses were responsible for the fee to produce the materials. She said advertising space had an estimated value of \$20,000 and the cost to print the materials was between \$1,000-\$2,000.

Peter Tannen asked if any businesses had taken advantage of the free advertising space.

Ms. McCarthy stated that no businesses had used the space, but said the project team was working with OEWD to do a corridor wide promotional campaign.

Robert Gower thanked the project team for their efforts working with businesses along the Van Ness corridor.

Kian Alavi asked if the SFMTA had a field officer similar to OEWD, if all the businesses had been mapped, and if the project team was comparing the corridor metric with the citywide metric.

Ms. McCarthy replied that the SFMTA had two full time staff members who walk the corridor and communicate with businesses. In regard to mapping the businesses, Ms. McCarthy said a pre-construction survey for businesses and residents was being conducted to get an understanding of loading-zone areas, hours of operations and contact information. She added that the project team recently asked OEWD for city metrics to do a comparison and would get back to the CAC.

Kian Alavi asked if OEWD had the capacity to properly help all the businesses along the corridor.

Ms. McCarthy said OEWD had recently hired a new staff member to help the project team and businesses.

Kian Alavi asked if the project team felt like they were finally getting a handle on the project.

Mr. Gabancho said that they had picked up momentum over the past couple months and had gotten over the technical challenges. He said the conversation had changed from solving technical challenges to strategizing ways to maximize production.

Kian Alavi said that he hoped the learning curve was codified for future projects.

Jerry Levine asked if there had been a review or assessment of potential impacts to property value along the corridor from before construction to the present.

Mr. Gabancho said the SFMTA had not done any assessments and had not heard of any assessments being conducted.

Peter Tannen asked about the status of special traffic permits and Caltrans' permission for weekend shutdowns.

Mr. Gabancho said that the special traffic permits were being issued as requested and that the project team was working closely with the contractor and traffic engineers to not have burdensome impacts to the public. In reference to Caltrans' permission for weekend shutdowns, Mr. Gabancho said the SFMTA was working with the contractor and had a Caltrans liaison who spent a great deal of time at the construction office. He said the SFMTA's Caltrans liaison would need to bring specific plans with benefits to Caltrans in order to schedule a partial shutdown or close an additional lane on the weekends.

Peter Tannen asked for a definition of water resequencing.

Mr. Gabancho said water work was supposed to follow sewer work. The initial plan was to put in a block of water line, and then chlorinate the line to disinfect all the new water lines before they were connected to the buildings. Lastly, the new lines would be connected to the individual properties. He the San Francisco Public Utilities Commission and the contractor came up with a plan where instead of working on one block at a time, they would work on 3-4 blocks at a time. Afterwards, they would do the disinfection, chlorination, and pressures testing all at once for the 3-4 blocks. Mr. Gabancho said instead of 3 blocks taking 5 days each for a total of 15 days, they had 3 blocks running within 5 days of chlorination, which saved 10 days on the schedule. He added that it changed the construction sequence.

Peter Tannen asked if increasing staff production to 6 days a week was considered overtime.

Mr. Gabancho replied in the affirmative.

Peter Tannen asked who was on the Dispute Review Board.

Mr. Gabancho said the Dispute Review Board was made up of 3 individuals with an estimated combined 150 years of construction experience. He said they were experts on construction, engineering and dispute negotiations. He added that one member was selected by the city, another by Walsh Construction and the last member by the first two selected Board members.

Peter Tannen asked which public figures were being regularly briefed.

Mr. Gabancho said the Board of Supervisors whose districts were affected by the project were being briefed as requested and as needed.

Peter Tannen asked for an overview of the Meet the Experts Speakers Series.

Mr. Gabancho said the series was held once a month, with a different location picked along the corridor. He said a member of the city or contractor staff was selected to talk about an aspect of the project or Van Ness corridor. He added that the series allowed the project team to interact with the public in an informal setting.

Peter Tannen requested that the CAC be added to the Meet the Experts Speakers Series mailing list.

During public comment Jackie Sachs asked if the California Pacific Medical Center emergency entrance on Franklin Street was affected by the construction.

Peter Gabancho said the project team was working closely with the California Pacific Medical Center to ensure that construction did not interfere with the hospital and their upcoming grand opening.

## **11. Introduction of New Business – INFORMATION**

Myla Ablog requested a presentation explaining how the California Public Utilities Commission would implement Senate Bill 1376: TNC Access for All Act (Hill), a regulation to levy a per-trip surcharge on TNCs to fund a wheelchair ride-hail program, in San Francisco. She stated she was on disability and shared an upsetting experience she recently had with a TNC driver who illegally parked in a Muni red zone to pick her up despite her deliberately waiting outside of the red zone. She said TNCs should emphasize educating their drivers on where to properly pick up customers.

Chair Larson thanked Myla for sharing her story and reiterated the need for TNC regulation. He requested that the Transportation Authority invite representatives from the TNCs to hear the CAC's experiences with ride-sharing companies.

Kian Alavi also thanked Myla for sharing her experience. He said TNCs were making the roads unsafe and stated that Lyft and Uber were billion-dollar companies who were helping accelerate the gentrification of the city. He said TNCs most important resource was public roads, but yet the public did not have access to their data or the ability to tax them. He added that TNCs were destroying the public transit system, with public transit ridership decreasing due to cheap rideshare fares. Lastly, he said the Transportation Authority, Board of Supervisors and City needed to look for ways to regulate TNCs and prevent them from changing the city's way of life.

Peter Tannen asked staff to find out when the Board of Supervisors would be updated on the SFMTA's progress in implementing the Budget and Legislative Analyst's recommended policy options in response to Muni's transit operator staffing shortage.

Chair Larson requested a status update on the 1570 Burke Avenue Facility Renovation project. He also requested an update on the recent high-speed rail announcement by Governor Newsom and asked if the announcement would affect the blended train system in the Peninsula and ongoing discussion around train platforms in the Transbay Transit Center.

Ms. Lombardo said Chair Peskin had made remarks that train service was coming to the Transbay Transit Center and said the CAC would hear a bit of a high-speed rail update when staff brings an update on the Downtown Rail Extension next month.

Robert Gower reported that the new eastern entrance of Balboa Park BART station had made a major difference for District 11 residents. He said Muni trains were fully integrated with the BART station and provided a direct entrance.

There was no public comment.

## **12. Public Comment**

During public comment Jackie Sachs asked for an update on the 3rd Street light-rail and Central Subway projects.

Chair Larson seconded the request for a 3<sup>rd</sup> Street light-rail project update particularly given the work on boarding islands in Mission Bay.

Eric Cordoba, Deputy Director for Capital Projects, said he would pass along the Item 9 (Southgate Road Realignment Improvements Project) comments made by the CAC to the Executive Director and Board. He stated that the Transportation Authority had a relationship with the Treasure Island Development Agency (TIDA) to redevelop the transportation network on and off the Bay Bridge and would need to move the item to the March 12, 2019 Transportation Authority Board meeting.

Chair Larson asked that the sentiments of the discussion and ethical concerns raised by the CAC in regard to Item 9 be shared with the Board.

Myla Ablog said she abstained from the Item 9 vote because she worked with the United States Army Corps of Engineers and wanted to avoid any potential conflict of interest.

Mr. Cordoba clarified that for the discussed project there were no permits required from the United States Army Corps of Engineers.

Chair Larson said the CAC tour of the Yerba Buena Island eastbound ramp was a highlight of his CAC experience and he recalled learning about the requirement businesses had, that required them to store their equipment in San Francisco, to be awarded a construction contract. He observed how much Treasure Island had change since the tour.

Eric Cordoba concurred that Treasure Island was in transition and said Chair Larson was referring to Cal Con Pumping, Inc and that that the business was still based out of Treasure Island. He suggested scheduling another site-visit for the CAC.

Peter Tannen reiterated the benefit of having the Yerba Buena and Treasure Island CAC tour.

## **13. Adjournment**

The meeting was adjourned at 7:55 p.m.