



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 28, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Myla Ablog, Kian Alavi, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and (8)

CAC Members Absent: Shannon Wells-Mongiovi (entered during item 6), Hala Hijazi and Bradley Wiedmaier (3)

Transportation Authority staff members present were Michele Beaulieu, Tilly Chang, Eric Cordoba, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Alberto Quintanilla, Oscar Quintanilla, Aprile Smith, Mike Tan and Eric Young

2. Chair's Report – INFORMATION

Chair Larson thanked Chris Waddling on behalf of the Transportation Authority and CAC for his 3 years of service as CAC chair. He reported that phase two of the Caltrain Downtown Extension Tunnel Alternatives Study, which expanded on the most promising aspects of the initial study to minimize cut-and-cover along the alignment, and the Board-requested Peer Review of three operational analyses to determine whether the Downtown Extension should have two or three tracks as it approaches the Transbay Transit Center were in their final stages. He said a full report on both studies would be provided to the Board and CAC in March.

He said that the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) hosted an emerging mobility design-thinking workshop in January and that the research identified at the workshop would be incorporated into the Emerging Mobility Studies Report, planned for release in the spring. He reported that the Transportation Authority continued to develop system enhancements to improve staff efficiency, inter-agency communication, and customer service and was in the process of making improvements to the mystreetSF.com mapping platform. He said that staff expected the project to be completed by June 2018.

Chair Larson mentioned an organized nighttime walkthrough through the Hairball with Commissioner Ronen and CAC representatives from Districts 9 and 10. He said the walkthrough was scheduled for April 11, 2018 and would be inspecting lighting throughout each section of the Hairball. He suggested that other CAC members let staff (Deputy Director Anna LaForte) know if they were interested in participating in the walkthrough.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the January 24, 2018 Meeting – ACTION

4. Exercise Contract Options for On-Call Legal and On-Call Transportation Planning

Services in an Amount Not to Exceed \$2,650,000 – ACTION

Contracts: Nossaman LLP and Wendel, Rosen, Black & Dean LLP (\$850,000); Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP (\$1,800,000)

5. Citizens Advisory Committee Appointment – INFORMATION

The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its March 13, 2018 meeting. The vacancy is the result of the term expiration of John Larson (District 7 resident), who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

There was no public comment on the Consent Agenda.

Chris Waddling moved to approve the Consent Agenda, seconded by Brian Larkin

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Absent: CAC Member Hijazi, Wells-Mongiovi and Wiedmaier (3)

End of Consent Agenda

6. Adopt a Motion of Support for Allocation of \$8,795,721 in Prop K Funds for Six Requests, with Conditions – ACTION

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

Vice Chair Sachs asked why closed-circuit television (CCTV) footage from traffic cameras was not recorded.

Robert Lim, Project Engineer at the SFMTA, said that when the traffic camera program started the SFMTA agreed with a condition requested by the Board of Supervisors to not record footage captured on traffic cameras.

Vice Chair Sachs contrasted the cost of the cable car pulley rebuild with the proposed new traffic signals work that would cost over 5 million dollars. He asked if the SFMTA had thought about buying the components of the traffic signals and doing the work themselves.

Dusson Yeung, Project Manager at the SFMTA, said the signal shop was not currently equipped to do heavy construction work (e.g. no excavators) and could only handle day to day maintenance. He said the signal shop did not have the staff expertise to complete the proposed project.

Vice Chair Sachs asked if it made better economic sense to hire additional signal shop staff, as opposed to using a contractor.

Mr. Yeung said that an analysis had not been done but that an advantage of hiring a contractor was that staff resources could increase or decrease depending on project workload.

Peter Sachs moved to sever the request for New Traffic Signals, seconded by Kian Alavi.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

Peter Tannen said from his prior experience working with the Department of Parking and Traffic,

he recalled that the largest cost for traffic signal installation was performing the excavation and putting in the conduits and that the SFMTA traffic signal shop normally worked on ground-level projects.

During public comment Jackie Sachs asked why bus stops were being removed from 19th Avenue and asked if the project considered the needs of elderly individuals that lived in District 4.

Vice Chair Sachs moved to approve the underlying requests, seconded by Chris Waddling.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Abstain: Wells-Mongiovi (1)

Absent: CAC Member and Wiedmaier (2)

Brian Larkin moved to approve the severed request for New Traffic Signals, seconded by Peter Tannen.

The severed item was approved by the following vote:

Ayes: Ablog, Hogue, Larkin, Larson, Tannen and Waddling (6)

Nays: Sachs (1)

Abstain: Alavi and Wells-Mongiovi (2)

Absent: Hijazi and Wiedmaier (2)

7. Adopt a Motion of Support for a One-Year Professional Services Contract with the Top-Ranked Firm in an Amount Not to Exceed \$150,000 for the Redesign and Upgrade of the Transportation Authority's Website – ACTION

Eric Young, Senior Communications Officer, presented the item per the staff memorandum.

Vice Chair Sachs asked if the scope included a mobile version of the website

Mr. Young stated that the upgraded website would be compatible on all web platforms.

Becky Hogue asked for additional information about lowercase productions.

Mr. Young said lowercase productions specialized in printed and digital design and would be collaborating with two additional firms. He said lowercase productions would be the project manager and would work with Civic Edge Consulting, a communications firm which would help with content creation, and Exygy, a digital technology firm that would provide the back-end work of the website.

Chris Waddling asked if stakeholders would have the opportunity to provide user feedback.

Mr. Young said there would be initial research involving internal and external users that would help influence the decision-making process.

Shannon Wells-Mongiovi asked if the website would be ADA compliant and if it would be accessible for individuals who spoke different languages.

Mr. Young said that the website would be ADA compliant and able to be translated in over 80 languages, likely using Google Translator, which is currently used on the agency's website.

Shannon Wells-Mongiovi requested that the most important content on the website be translated by professionals to avoid using translation applications.

Mr. Young said that given the size of the website, it had been discussed to have certain pages professionally translated on the website with their own URLs.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

8. Adopt a Motion of Support for the Construction Manager/General Contractor Project Delivery Method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project – ACTION

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

Brian Larkin asked for the total project cost. Mr. Cordoba said that the total project cost would be \$66 – \$69 million and that construction cost would be between \$45 – \$48 million.

Brian Larkin asked if there were opportunities to streamline the environmental process for future projects.

Mr. Cordoba said that from a federal funding point of view each of the 8 bridges were independent, which meant 8 separate environmental reports were drafted. On the positive side, he said that they were able to obtain categorical exemptions from the California Environmental Quality Act (CEQA) and categorical exclusion from the National Environmental Policy Act (NEPA) which helped streamline the process. He said that Caltrans and their relevant guidelines recognized that they needed to expedite approvals for seismic projects. Mr. Cordoba also noted that no significant environmental impacts were found after the environmental impact reports and studies.

Brian Larkin said that the environmental process could have been quicker if one report was drafted for all 8 bridges.

Mr. Cordoba said that he had tried to gain approval for one report; however, the Federal Highway Administration (FHWA) and Caltrans stated that each bridge had independent utility which required separate reports for each bridge.

Peter Tannen asked if Mr. Cordoba could provide examples of other CM/GC contracts and the end results.

Mr. Cordoba mentioned that the demolition of the old Bay Bridge successfully used the CM/GC method to implode the concrete piers in the waters and that the contract was within budget. He also said that the environment was protected using the CM/GC method in this case as work done had to take into account impacts on marine life. He said the key to avoid issues was to bring the contractor in early.

Myla Ablog asked if there was any part of the project that was below the high tide line and required Army Corps permits. Mr. Cordoba said that the project was above the high tide line and would not require Army Corps permits.

Vice Chair Sachs asked if drones were used for any form of analysis.

Mr. Cordoba said he was going to the Contra Costa County Transportation Authority on Friday to learn about how they used drones for surveying and construction. He said drones were being

used for earth work quantities, which identified how much cut and fill there was on a project and provided topographical graphics.

Vice Chair Sachs said that there were drone applications that could create 3D surface mapping and volume estimating. He noted the potential value of drones to save time and money and suggested incorporating drones where appropriate.

Chris Waddling noted the cost of Yerba Buena Island Westside Bridges project compared to the cost to construct the Quint-Jerrold Connector Bridge made the latter look disproportionately expensive.

During public comment Ed Mason asked what would be done to address trucks getting stuck on the Yerba Buena Island off-ramp. Through the Chair, Deputy Director Cordoba clarified that Mr. Mason was referring to the east bound off ramp leaving San Francisco on the left-side and that the project would make that ramp safer.

Becky Hogue moved to approve the item, seconded by Shannon Wells-Mongiovi

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen, Waddling and Wells-Mongiovi (9)

Absent: CAC Member Hijazi and Wiedmaier (2)

9. Update on the Quint Street – Jerrold Avenue Connector Road Project – INFORMATION

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

Chris Waddling asked if anyone was taking into consideration that TransMetro might not sell the land after an environmental study and appraisal. He asked if TransMetro could be trusted.

Mr. Cordoba said that Real Estate has stated that TransMetro was willing to sell the land but wanted to know where they would be relocated.

Chris Waddling thanked Chair Peskin for his advocacy and involvement in the project.

Mr. Cordoba added that Commissioner Cohen's office also had been urging the Transportation Authority to push for the purchase of the land and was assisting.

There was no public comment.

Chair Larson called Items 10 and 11 after item 7.

10. Update on the ConnectSF Vision Document – INFORMATION

Linda Meckel, Senior Transportation Planner, presented the item staff memorandum.

Brian Larkin asked if the Subway Vision study would be incorporated into ConnectSF and if the ConnectSF was the place where the various plans that the CAC hears about all get brought together.

Ms. Meckel replied in the affirmative and said that the Subway Vision study kicked-off the ConnectSF process and that the corridors and alignments identified through that process were being carried forward through the transit corridor study.

Brian Larkin asked if he could still make comments on the 50-year vision document. Ms. Meckel said that comments for the 50-year vision document were still being taken and that Transportation Authority staff would be returning to the CAC in March seeking a recommendation to support the vision.

Chair Larson asked if there was an alignment between ConnectSF and other regional transportation efforts. Ms. Meckel mentioned that futures task force members included regional transit operators and members of the Metropolitan Transportation Commission (MTC). She noted that the ConnectSF 50- year vision was not typical in terms of timeframe because most long-range plans usually followed the 25-year federal requirement.

Chair Larson observed that the whole sphere of education seemed to be missing from the Vision, but probably should be included as a prerequisite to achieve vision goals related to a vibrant, diverse, well-educated community.

Ms. Meckel said that the document was a transportation vision exercise and was grounded in land use. However, she acknowledged that the ConnectSF team had received a lot of feedback about other areas and she reiterated that the task force did consider accountability, engagement and other livability factors.

Shannon Wells-Mongiovi asked if the ConnectSF Vision document looked to improve outreach and accountability among underserved and non-English speaking residents.

Ms. Meckel said that the document listed 6 different objectives for accountability and engagement. She said the task force members commented that projects and plans did not always have the best engagement and that the ConnectSF Vision document included some objectives to try and address those issues.

Chris Waddling asked about the level of involvement among other regional partners. Ms. Meckel said that in the vision process, regional partners had been attending future task force meetings and that regional transit operators would be involved in the transit corridor study, as well as the street and freeways study. She said those processes had not yet begun and that the transit regional operators did not play as big of a role when creating the vision for San Francisco.

Chris Waddling asked if it was the choice of the regional transit operators to not be as involved in the first phase. Ms. Meckel said that participation was optional and that BART and MTC attended future task force meetings. She said there were different levels of engagement from AC Transit, SamTrans, and Caltrain.

Becky Hogue asked how outreach was designed to reach underserved communities. Ms. Meckel said that focus groups were held with paid participants who attended mini workshops and that 60 organizations that work with underserved groups, were consulted. She said outreach was continuing and that some of the focus group participants attended the October 2017 future task force meeting.

Becky Hogue said that future task force participants appreciated the opportunity to interact with each other. She asked if the list of all participants could be shared. Ms. Meckel said that there was a list of participants available, but that contact information was not included.

Kian Alavi asked if the demographics of the futures task force participants was available and asked if there was any data about the number of participants who saw themselves living in San Francisco in the next 10 years.

Ms. Meckel said that self-identified demographics were not asked for among the futures task force participants, but that an appendix was available in the vision document that detailed outreach. She said that a question regarding demographics was asked among focus group and online participants. She said that the question about living in San Francisco over the next 10 years was not asked.

Kian Alavi asked if enough of the underserved population in San Francisco was reached.

Ms. Meckel said that a robust outreach effort was conducted.

During public comment, Ed Mason asked if a similar process to ConnectSF had been previously conducted and asked what the impact would be if Senator Wiener's Senate Bill (SB) 827 was passed. He said that Plan Bay Area stated that San Francisco, Oakland, and San Jose would be responsible for housing a significant portion of the Bay Area's future growth in housing and employment. He also asked if there were comments from the developers on the Vision. He asked what the population capacity would be for San Francisco if SB 827 was passed. He said there was an imbalance between high-cost and low-cost development projects being permitted by the Planning Department contrasted with the significant need for low-cost development projects.

11. Update on Regional Measure 3 (RM3) – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

Chris Waddling asked if there were numbers from Regional Measure 1 and Regional Measure 2 that quantified the number of cars that drove through toll bridges after the passage of previous regional measures.

Ms. Beaulieu speculated that the approval of prior regional measures that increased toll bridges did not change traffic patterns.

Chris Waddling asked if an increase in public transportation availability would take cars off the road, nothing that the RM3 description stated that it was a plan to reduce auto and truck traffic.

Maria Lombardo, Chief Deputy Director, said that RM3 was about improving conditions and reliability on bridges and bridge corridors and offering more options to travelers, including taking public transportation. She stated that the measure was looking to relieve congestion in certain bottleneck areas and offer other improved forms of reliable transportation. She said that at the same time, the population of the Bay Area was growing significantly and expected to continue to do so in the future which would make it difficult to decrease the number of cars on the road in the long term. She also commented that another way to look at it is without RM3 there isn't a ready source of revenues to make the proposed improvements, most of which are needed now.

Shannon Wells-Mongiovi asked if there were plans to relieve truck transport traffic by extending the water corridor into Sunol and down the South Bay.

Ms. Beaulieu said there was a goods movement improvement program, where projects that relieved truck traffic would be eligible. She said there was a lot of planning related to the Port of Oakland that would also address truck traffic relief.

Vice Chair Sachs spoke about equity and affordability issues and asked what would stop the Legislature from proposing an additional bridge toll increase in 2026. He said he wanted to make sure that the public was aware of the various transportation fees and taxes that they would be paying in the upcoming years.

Ms. Beaulieu said that similar observations had been made by MTC commissioners and Transportation Authority commissioners. She said the MTC had data that indicated that most individuals that crossed the bridges were wealthier and that the proposed measure would offer a discount for commuters who crossed more than one bridge during commute hours. Ms. Lombardo added that MTC had conducted a voter poll that showed support among all income levels, but not surprisingly the support went down among lower income levels. She said the affordability issue had been coming up not just in San Francisco, but in other Bay Area counties. She said that MTC staff had advised that an income adjusted rebate or toll was possible, but that it would require state legislation.

Chair Larson asked if the polling data was aggregated across all 9 counties and if it was supported

across the 9 counties.

Ms. Beaulieu said that the polling data was disaggregated among the counties and did not believe that every county had majority support. She said all counties had the pattern of additional support after education of what the money would be spent on. She clarified that the voter threshold for RM3 on the ballots would be 50% across the entire Bay Area population and did not need to meet that threshold in every Bay Area county.

During public comment Bob Allen spoke about equity and affordability and the need for MTC to pursue the low-income toll/rebate program. He said that while the RM3 revenues are needed now to implement the expenditure plan projects, it needs to be coupled with something like a congestion cap to truly address the congestion issues.

Jackie Sachs said that she had heard talk that one of the Muni fleet maintenance facilities would be closed on weekends and asked the Transportation Authority investigate the situation.

12. Introduction of New Business – INFORMATION

In light of the hundreds of millions of dollars that the Transportation Authority directors to the SFMTA, Vice Chair Sachs requested a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues. He said that the last CAC update on this topic was about a year ago and CAC members were told that a change in supervisor authority would enable more dynamic rerouting of trains, but that was not happening routinely. He asked what the specific timeline would be for reduction of 1-car trains in the subway during peak periods. He asked what steps were being taken to address delay issues at West Portal.

Chair Larson seconded the request made by Vice Chair Sachs and asked for an update on the Twin Peaks tunnel project.

Vice Chair Sachs mentioned that he received a "quick reference guide" from a train operator on the fare boxes installed in the new Siemens trains and that because of the elimination of paper transfers, operators now followed many steps to issue transfers for riders who needed them. He asked if it posed a further risk to operational/schedule reliability.

Shannon Wells-Mongiovi asked for a Transbay Terminal update and an update on the Central Subway Chinatown station. She mentioned that Muni paid for training to become a driver, but drivers were not given a probationary period once they passed the training and she heard that many completed the training and they opted to work for other transit agencies. She asked why drivers were being trained without a commitment to work for Muni.

Peter Tanned asked for an update on Van Ness Bus Rapid Transit and at least a monthly written summary if a presentation cannot be provided.

Becky Hogue asked for a TIMMA update on its congestion pricing program.

Chris Waddling asked for an overview of South East transportation issues from the Warriors stadium all the way down to the Bayview. Ms. Lombardo said she believed that an overview was provided at a previous CAC meeting that Mr. Waddling had not attended. She said she would forward the materials to Mr. Waddling and see if they need a refresh.

During public comment Ed Mason asked what was being done to address delays and 3 car Muni trains on the J-line.

Jackie Sachs asked for an update on the other 9 to 5 that Muni operators be invited to provide their input. She also requested an update on Central Subway.

13. Public Comment

During public comment said that the rail replacements on 24th Street and Church Street took 3 weeks though he had understood that there would be concrete up the rails and yet, the top layer was asphalt. Mr. Mason also provided an update on corporate commuter buses in San Francisco.

Jackie Sachs said that the Muni new buses do not consider the disabled and elderly and that the new street cars had more standing room and less seating for disabled people.

14. Adjournment

The meeting was adjourned at 8:05 p.m.