



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, October 24 2018

1. Committee Meeting Call to Order

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

CAC members present: John Larson (Chair), Myla Ablog, Kian Alavi, Robert Gower, David Klein, Chris Waddling and Rachel Zack (7)

CAC Members Absent: Hala Hijazi (entered during Item 12), Becky Hogue, Peter Sachs and Peter Tannen (4)

Transportation Authority staff members present were Eric Cordoba, Anna Harvey, Andy Heidel Jeff Hobson, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn, Eric Reeves, Aprile Smith, and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Larson reported that the Transportation Authority Board approved a resolution authorizing suspension of all further financial assistance to the Transbay Joint Powers Authority (TJPA) for 30% design work on the Downtown Extension and listed the conditions that TJPA needed to meet to release the funds. Chair Larson shared the benefits of Senate Bill 1 for San Francisco public transportation and noted that on November 6, Californians would vote on Proposition 6, which, if passed, would eliminate the funding provided by Senate Bill 1.

Chair Larson stated that staff had asked the CAC to defer Item 15 on Transportation Network Companies effects on congestion to next month in light of a very full agenda and wanting to make sure the CAC had enough time to answer questions. He also noted that Item 16, Update on Cordon Pricing and Incentive-Based Congestion Management, could possibly be deferred if time became an issue.

David Klein asked if questions could be emailed to the Chair or Clerk on the deferred information item.

Chair Larson replied in the affirmative.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 26, 2018 Meeting – ACTION
4. State and Federal Legislation Update – INFORMATION
5. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2018 – INFORMATION
6. Citizens Advisory Committee Appointment – INFORMATION

7. **Adopt a Motion of Support for the Approval of a Two-Year Professional Services Contract with MSA Design & Consulting, Inc. in an Amount Not to Exceed \$420,000 for Planning and Technical Services for the ConnectSF Streets and Freeways Study – ACTION**
8. **Adopt a Motion of Support for the Approval of a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$480,000 for Computer Network and Maintenance Services – ACTION**

There was no public comment on the Consent Agenda.

David Klein moved to approve the Consent Agenda, seconded by Chris Waddling.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Larson, Waddling and Zack (7)

Absent: CAC Members Hijazi, Hogue, Sachs and Tannen (4)

End of Consent Agenda

Chair Larson called Item 12 before Items 9, 10 and 11.

9. **Adopt a Motion of Support for the Allocation of \$8,731,019 in Prop K Sales Tax Funds for Eleven Requests, with Conditions, and Appropriation of \$200,000 in Prop K Sales Tax Funds for One Request – ACTION**

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

David Klein asked for additional information on the Transportation Sustainability Program (TSP) evaluation tool and asked who would be using the tool.

Maria Lombardo, Chief Deputy Director, said the tool that the Transportation Authority was developing was an analytical model that would calculate the beneficial impacts of proposed Transportation Demand Management (TDM) projects and strategies that developers could choose to implement as means of reducing Vehicle Miles Traveled (VMT) created by their proposed developments. For instance, the tool would help estimate how much VMT reduction would be expected by offering bike share memberships or subsidized transit passes depending on factors like the type of development, surrounding land uses, etc. She said that the next iteration of the model would include a more user-friendly web-based interface to allow the public, developers or agency staff to use the TSP evaluation tool.

David Klein observed that there were typically not enough data scientists in the public sector and asked if a data scientist would be brought on in conjunction with this appropriation.

Ms. Lombardo said she would refer that question to Joe Castiglione, Deputy Director for Technology, Data and Analysis, who led the team that analyzed the data for the TNCs and congestion item (#15) that was deferred so he could provide a more comprehensive answer at the next meeting if not sooner.

Myla Ablog said that certain projects for which Prop K allocations were requested required Army Corps of Engineers permits, so she would be abstaining from the vote.

During public comment Edward Mason said the upgraded ticket vending machines for which Prop K funds were requested had been discussed at the previous Peninsula Corridor Joint Powers Board (PCJPB) meeting. He asked if they would be dispensing Clipper cards.

Peter Skinner, Manager, Grants and Fund Programming at PCJPB said the vending machines

would not dispense Clipper cards but would have functionality for adding value to Clipper cards. Hala Hijazi moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (7)

Abstained: CAC Member Ablog (1)

Absent: CAC Members Hogue, Sachs and Tannen (3)

10. Adopt a Motion of Support for the Adoption of 18 2019 Prop K 5-Year Prioritization Programs (5YPPs), with Conditions, Amend 16 2014 5YPPs, Approve a Fund Exchange and Amend the 2017 Prop AA Strategic Plan to Provide \$2,064,919 to the Bus Stop Enhancement Project, and Approve Two Prop K Fund Exchanges to Help Backfill the Regional Improvement Program Shortfall for the Central Subway – ACTION

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

Robert Gower asked with regard to Balboa Park Station area improvements what was the status of any traffic and pedestrian safety studies. He said that it was a highly used transit corridor with lots of conflicts between light rail vehicles, pedestrians and traffic, with expected new housing developments and other land use changes.

Ms. LaForte said there were two relevant Prop K projects. One to fund construction to reconfigure the kiss and ride next to the Upper Yard development, eliminating cut through traffic onto Geneva, and building a smaller access off San Jose Avenue for the Balboa Park Station. She said a second project was to advance the San Jose and Geneva Neighborhood Transportation Improvement Program (NTIP) Planning Study and that the San Francisco Municipal Transportation Agency (SFMTA) would provide an update to the CAC by early 2019. She said the study was looking at pedestrian safety and would provide recommendations to improve safety concerns at the terminus of the M Line. She said a written response could be provided.

Myla Ablog asked if any of the projected costs of projects had to be adjusted due to tariffs.

Alexandra Hallowell, Transit Capital Planning Manager at SFMTA, said that one of the types of projects for which the SFMTA had requested funding was for spot improvements to rail in response to safety needs and community requests. She said these projects typically involved rail and related materials that were hard to procure because they came from Europe. This typically takes longer as they must receive waivers from Federal Buy-America requirements and that these waivers were not granted as easily as in the past. She said she could not point to a specific project in the 2019 5YPPs where cost increases were directly attributable to tariffs, but speculated that if the tariffs remain in place, SFMTA would likely see increased costs and slower procurements. Ms. Hallowell said she would talk to the SFMTA engineering department to try and obtain a more robust response.

David Klein asked if the lawsuits against the Geary Bus Rapid Transit project had been resolved.

Ms. LaForte said that the California Environmental Quality Act (CEQA) lawsuit had been resolved.

Kian Alavi asked what was being done by the Transportation Authority and the City of San Francisco to ensure 5YPP projects would be completed when Prop K funds are anticipated to run out.

Chair Larson asked if funding shortfalls were part of a long-term expenditure plan or due to projects going over budget.

Ms. LaForte clarified that when staff say that funds will run out in this five-year period, that statement was based on conservative outputs from the financial model based on the typically optimistic cash flow schedule for the projects proposed by the implementing agencies. She said if expenditures are slower (e.g. slower allocations and/or slower rates of requesting reimbursement) then financing costs would be less and there would be more money for projects.

Ms. Lombardo added that the original expenditure plan was a compromise and did not fully fund any of the programs given that transportation needs far outpace available funding. With respect to Caltrain and Bay Area Rapid Transit (BART), she noted they were added as eligible sponsors in the Prop K Expenditure Plan, but had not been included in the predecessor sales tax program. Ms. Lombardo explained that Prop K funds were set aside for Caltrain's capital program to help relieve some of the SFMTA's burden of paying San Francisco's share of Caltrain costs, but was never meant to be a permanent solution. She said in the vehicle's category, which is Prop K's largest programmatic category, the SFMTA was replacing its fleet of vehicles faster than originally assumed, which requires advancing Prop K funds so they run out sooner, but also delivers benefits to the public sooner. She said that a possible 1/8 cent sales tax for Caltrain was under consideration for the November 2020 ballot and San Francisco's potential Transportation Network Companies (TNC) per trip tax on trips originating in San Francisco were examples of how the city was working to generate additional funds.

During public comment Jackie Sachs asked if the shortfall would happen before the conclusion of the Prop K program.

Ms. Lombardo said the last year of the 2019 5YPPs would be year 20 of the Prop K program, which would allow the Transportation Authority to make amendments to the expenditure plan, if desired.

Jackie Sachs asked how much money Muni would contribute to the projects under consideration and asked why they couldn't use their money first before they came to the Transportation Authority.

Edward Mason asked if there was any coordination between San Francisco Public Works and Muni regarding curb ramps for disabled individuals, as some recently constructed curb ramps were subsequently sawed into for signal upgrade projects.

Rachel Zack moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (8)

Absent: CAC Members Hogue, Sachs and Tannen (3)

11. Adopt a Motion of Support for the Adoption of the 2019 Prop K Strategic Plan – ACTION

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

There was no public comment.

Chris Waddling moved to approve the item, seconded by Hala Hijazi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Hijazi, Klein, Larson, Waddling and Zack (8)

Absent: CAC Members Hogue, Sachs and Tannen (3)

12. Update on Fissures Found on Steel Girders at the Transbay Transit Center – INFORMATION

Dennis Turchon, Senior Construction Manager at the TJPA, presented the item.

David Klein asked when responsibility was established, who would be responsible for covering all the costs associated with the building closure and repairs.

Mr. Turchon said it would depend on the cause and that the tests would reveal if the issue was due to design or material. He said the contractor would be responsible if the tests showed that the root cause was a materials issue and the designers would be responsible if the issue was caused due to the design. Mr. Turchon said the TJPA was tracking the full range of costs associated with the building closure.

Chair Larson asked if the TJPA was aware of other structures with a girder design similar to the Transbay Transit Center.

Mr. Turchon replied that the design was not common but neither was it unique or unusual. He said structural engineers met the architectural design and modeled all the criteria that were built into the structure.

During public comment Roland Lebrun asked for the presentation slide that showed the cracked hangar beam to be displayed. He said the cut occurred after the hangar beam was installed and believed the crack was due to the weight of buses pulling and pushing on the beam. He said the peer reviews would not provide any benefit and recommended that a monitoring system be installed that could identify any additional structural issues.

Jackie Sachs asked if the construction of the park on top of the transit center had anything to do with the discovered crack.

Mr. Turchon said it was not unusual to have a park on top of a building and said the structural design had taken into account the full expected weight of the park.

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

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit (BRT) project at the SFMTA, presented the item.

Kian Alavi, said the Mayor's office had discussed supporting small business but had not provided financial support. He asked what was being done to help small business entrepreneurs and asked what feedback SFMTA had received in regard to open office hours.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA had a robust business support program and launched a business advisory committee with monthly meetings. She said the committee is representative of business members along the corridor and that the Mayor's Office of Economic Workforce Development (OEWD) was providing small businesses with technical advisory services. She said the SFMTA was providing banners, marketing materials and signage to address double parking and other business issues related to construction. Ms. McCarthy said the office hours were attended by community members, on a limited basis. She said when SFMTA was contacted by small business with an issue, they tended to follow up right away rather than waiting for the next advisory committee meeting. She noted that the ways SFMTA could help were limited as it was a transit agency.

Kian Alavi said the SFMTA had the platform to speak on behalf of small businesses established along the corridor and could speak directly to the Mayor's office.

Ms. McCarthy said OEWD was proactively supporting small businesses.

Robert Gower asked when the office hours are held.

Ms. McCarthy said the office hours were Tuesdays from 2:00 p.m. - 4:00 p.m. and Fridays 10:00

a.m. - 12:00 p.m. She said there was a 24/7 hotline and email address for members of the public who could not attend office hours.

Robert Gower asked what kind of outreach was done to inform small businesses about the hotline and email options.

Ms. McCarthy said there was signage placed every hundred feet along the corridor, along with a clearly visible sign that provided contact and office hour information. She said there was a robust communications program that also included informational door hangers.

David Klein asked what additional tools were being used besides the hotline and signage.

Ms. McCarthy said the tools differed depending on the business. She listed merchant directory, wayfinding, signage to help people find parking and parking adjustments to better serve businesses as examples of tools that SFMTA was using to assist businesses along the corridor.

Mr. Gabancho added that the SFMTA also worked individually with businesses on a case by case basis, for example, to make sure contractor equipment was not blocking signage or parking zones.

Chris Waddling expressed his support for the outreach being provided along the Van Ness corridor and said it might have helped save business along the Muni Third Street T line. He requested that the same level of outreach and communication be provided along the Muni Third Street T line corridor when work is done to improve the boarding platforms. He asked if there were opportunities to accelerate the build out phase of the Van Ness BRT project.

Mr. Gabancho said the SFMTA was looking at ways to accelerate construction. He said the utility work made it difficult for the BRT portion of the project, in the median, to be worked on as the median was currently being used as staging for materials or to divert traffic.

During public comment Edward Mason commented that the Santa Clara Valley Transportation Authority (VTA) fired their contractor for the East Santa Clara BRT project because of decimation of local businesses. Mr. Mason said that the VTA ended up offering discounts to people patronizing local businesses along the project corridor if they showed their transit pass. He suggested offering similar business discounts to transit riders in the Van Ness corridor to encourage business along the corridor.

Jackie Sachs said the right turn on red at stop lights and placing bus platforms in the middle of the street made it difficult for disabled individuals to cross the street safely. She asked how SFMTA had taken into consideration the need to provide time for seniors and disabled persons to cross the street.

Mr. Gabancho said he would check with SFMTA staff.

14. Adopt a Motion of Support for the Adoption of the Final Freeway Corridor Management Study Phase 2 Report, Authorize the Executive Director to Amend Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes for an Additional \$152,000 in a Total Amount Not to Exceed \$227,000, and Approve a Prop K/Local Partnership Program Fund Exchange in Prop K Funds for the U.S. 101/I-280 Managed Lanes Project – ACTION

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

Rachel Zack said Governor Brown was in favor of electric vehicles and allowing them to access carpool/express lanes and asked if the modeling considered the impact electric vehicles would have on express lanes.

Mr. Heidel said they did not explicitly represent electric vehicles in the model. He clarified that

state legislation authorized the use of express lanes by single occupant electric vehicles but also allowed them to be charged a discounted toll. He said the Metropolitan Transportation Commission (MTC), Valley Transportation Authority (VTA) and Alameda County had agreed to phase in tolling of electric vehicles over the next two years, rather than continuing to permit free access by electric vehicles to the express lanes. Mr. Heidel said that current discussions suggest that electric vehicles would be offered a 50% discount over posted tolls when this policy is enacted.

Myla Ablog asked for additional information regarding equity strategies studied in Los Angeles.

Mr. Heidel said that Los Angeles's equity strategy included roughly 800 community meetings to understand the needs and concerns of impacted communities along two major corridors. He said the strategy was three-pronged. First, after hearing the desire for more and improved bus service from the community, Los Angeles made significant investments in buses that used the express lane and traveled through the adjacent neighborhoods around the express lane. He said that in addition to this improved bus service, Los Angeles Metro developed two programs to assist low income drivers who did not have the option of using transit. The first program waived the monthly maintenance fee for Fastrak transponders and included \$25 in pre-loaded credit, and the second program provided all enrolled transit riders with toll credit for frequent use of transit within the two identified corridors.

Chris Waddling asked if the model studied private commuter shuttles, that often were empty when picking people up, and if there were ways to charge them when traveling with one occupant or incentivize them to have riders at all times.

Mr. Heidel said data was used from the SFMTA's commuter shuttle pilot because they reported where vehicles went when they were in the city and helped determine what vehicles might use the express lane. He said the model calculated the commuter shuttle buses being full going into the city and empty going back in the morning, and vice versa in the evening. He said the status of the legislation would allow commuter shuttle buses to use any tolled lane or carpool lane at no cost if occupied by more than a single occupant. He noted only public transit vehicles were exempt from paying when they contained only a single occupant.

Chair Larson noted the departure of Hala Hijazi and acknowledged that the current meeting would be her last one as a member of the CAC. The CAC thanked her for her service.

David Klein asked if the study had a go/no go threshold or metric that would enable the study team to determine if there were sufficient benefits to justify the project. He also asked if a limit had been placed on the cost that could be potentially placed on the public.

Mr. Heidel said that the study did not set thresholds in terms of travel time savings. He said the goals were to encourage higher vehicle occupancy on the freeway and that since the team had only studied the peak hour, they weren't able to speak definitively on this goal yet. He said that the topic of pricing had not yet been discussed but would be explored in future work.

David Klein asked how long the study would continue.

Mr. Heidel said the CAC was being asked to support the adoption of the final report from the feasibility phase. He said the second action was a co-op amendment with Caltrans for its participation in the scoping phase, and the following phase after that would be environmental analysis and preliminary engineering.

Ms. Lombardo said she work with the project team to get a clearer response to Mr. Klein's question. She noted that the next steps were to conduct an equity study and detailed traffic analysis, both of which would provide key information to help policymakers decide if they wish to advance the project.

David Klein asked if a 4-9-minute traffic improvement was worth additional funds.

Robert Gower requested to see statistics related to high occupancy vehicles which he believed was the larger goal of the study.

Eric Cordoba, Deputy Director for Capital Projects, said Transportation Authority staff was working on a Project Initiation Document with the state to scope out potential alternatives and would have a finished document by Spring 2019. He said the document would show alternatives that would be further studied during the environmental document phase. Mr. Cordoba said the environmental study would take a year to a year and a half after Spring 2019.

Kian Alavi noted that reaching a 3-person vehicle occupancy was likely going to be achieved by the TNCs. He said there should not be an opaque wall as to what TNCs were doing and he encouraged Transportation Authority staff and Chair Peskin to continue to push hard to obtain access to TNC data.

During public comment Edward Mason read off the SFMTA Commuter Shuttle Program and noted that the commuter shuttles appeared to have less than 20 people per bus. He also asked if the study looked at the impact congestion had on the environment.

Kian Alavi moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Larson and Waddling (6)

Absent: CAC Members Hijazi, Hogue, Sachs, Tannen and Zack (5)

Chair Larson continued Items 15 and 16 to the November 28, 2018 CAC meeting without objection.

15. Update on the Effects of Transportation Network Companies (TNCs) on Roadway Congestion and Reliability – INFORMATION

There was no public comment.

16. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – INFORMATION

Jeff Hobson, Deputy Director for Planning, presented the item staff memorandum.

There was no public comment.

17. Introduction of New Business – INFORMATION

Kian Alavi challenged local government to stand up to the tech companies and protect the wellbeing of San Francisco residents and roads. With respect to the Downtown Extension, Mr. Alavi said he understands that the action taken by the Transportation Authority Board was a vote of no confidence in the management of the TJPA, but he said that there needs to be better messaging about what is being done to fix it.

Chris Waddling requested an update on the Quint Street project and noted that Transportation Authority staff would be giving an update to the Bayview CAC in November.

There were no new items introduced.

18. Public Comment

During general public comment Jackie Sachs requested a date to honor past CAC leaders and asked for an update on the other 9 to 5 project.

Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no

permits and additional violations.

There was no public comment.

19. Adjournment

The meeting was adjourned at 8:27 p.m.