



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 8, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Fewer, Mar, Peskin, Ronen, Stefani, and Yee (6)

Absent at Roll Call: Commissioners Brown (entered during Item 2), Mandelman (entered during Item 2), Safai (entered during Item 10), Haney and Walton (5)

2. Citizens Advisory Committee Report - INFORMATION

In regard to Item 7 on the agenda, Prop K allocation, John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC was interested in how the Safe Routes to School Program served Communities of Concern (COCs). He said Transportation Authority staff stated that the San Francisco Municipal Transportation Agency (SFMTA) would be providing safety training in COCs that would consider unique mode shift barriers such as children safely getting home from school. He said the paratransit, Shop-a-Round/Van Gough Shuttles and Ramp Taxi Incentives allocation elicited a great deal of public comment related to the challenges of disabled people accessing public transit. Chair Larson highlighted one member of the public who shared her negative experiences with bus operators and suggested that SFMTA provide operators sensitivity training.

In regard to Bike to Work Day 2020 sponsorship, Chair Larson reported that CAC representatives from Districts 9, 10, and 11 raised concerns about the distribution of energizer stations set up by the San Francisco Bicycle Coalition (SFBC). The CAC amended the staff recommendation for approval of Item 7 by adding a condition that the SFMTAs Bike to Work Day 2020 request require that energizer stations be equitably distributed across the city.

In regard to Item 9 on the agenda, 2020 Regional Transportation Improvement Program, he said the CAC discussed the recommendation for the new flyer bus midlife overhaul project. He said the SFMTA stated that the first batch of new flyer buses had seats that needed to be retrofitted in response to feedback they received from the disability community and from the SFMTA Mobility and Accessibility Advisory Committee (MAAC). The CAC asked who made up the MAAC and encouraged members of the public to voice their concerns about Muni bus operators and seating arrangements.

Chair Larson reported that under new business there was discussion related to the Bayview Community Transportation Plan and how SFMTA was handling the new density at Chase Center. He reported that the District 11 CAC representative shared his recent experience taking the Muni J Church line and said there were times when the train would need to switchback at the Glen Park, due to the train needing to re-



enter more core urban areas. He said the switchbacks at Glen Park were leaving District 11 riders underserved and noted that the Glen Park station did not have a wheel-chair ramp for riders who had to disembark because of a switchback. The CAC requested a report from SFMTA on switchback policies and procedures. Chair Larson also reported that the CAC requested an SFMTA presentation on Americans with Disabilities Act (ADA) compliance and accessibility for disabled riders. The CAC asked that the report show how Muni was measuring and implementing ADA requirements and their top 3 measurements of effectiveness.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 24, 2019 Meeting - ACTION

4. [Final Approval] Appoint Danielle Thoe to the Citizens Advisory Committee - ACTION

There was no public comment.

Commissioner Mandelman moved to approve the Consent Agenda, seconded by Commissioner Mar.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

End of Consent Agenda

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

Tony Tavares, Caltrans Bay Area Director, presented the item.

Chair Peskin asked when Caltrans would need to decide whether to fully close the freeway to enable a six day construction period instead of the alternative partial closure and 18 day construction period.

Mr. Tavares said he would be meeting internally with the Caltrans traffic team to look over impacts and potential detours and would likely be making a determination sometime in the month of October. He said Caltrans would be working closely with the Transportation Authority and city and county agencies.

Chair Peskin asked if Caltrans would also be coordinating with Caltrain.

Mr. Tavares replied in the affirmative and said Caltrans was working with BART, Caltrain, Water Emergency Transportation Authority (WETA) and Muni to look at opportunities to increase transit capacity during project construction. He added that Caltrans was also looking at other modes to move people through the project area, including cycling.

Commissioner Yee asked if Caltrans had studied traffic impacts to alternative routes that drivers might choose to avoid the construction area, including 19th Avenue in Districts 4 and 7 and Interstate 280.



Mr. Tavares said Caltrans' initial traffic demand management plan was looking at all possible impacts on 19th Avenue and other local streets. He said that if Caltrans chooses the option to fully close U.S. 101 during construction, they would need to assess additional possible impacts (e.g. more extension diversions on local streets) and how to mitigate them.

Commissioner Yee asked what measures Caltrans would take to reduce the impact of additional traffic. He asked if Caltrans planned to provide guidance for drivers through any detours and how they would prepare affected neighborhoods.

Mr. Tavares said he was not sure if Caltrans would be able to address every artery or roadway but was looking to bring on additional Parking Control Officers (PCOs) and would also look to place ambassadors at the San Francisco International Airport to encourage visitors to use transit. He said that Caltrans' message to travelers would be use transit or stay home and avoid the area during construction. He said Caltrans was looking to get people out of their vehicles and into public transit as much as possible.

Commissioner Yee noted that some people would receive Caltrans suggestions positively, but many would not.

Mr. Tavares agreed, saying with over 240,000 vehicles traveling in the area on a daily basis, the message would hit some drivers, but others would still elect to drive through the area during construction.

Commissioner Ronen asked what type of mitigations Caltrans proposed to protect residents surrounding the construction area from light and noise impacts. She said that 24/7 construction may affect residents' ability to sleep at night.

Mr. Tavares said the construction schedule with the 18-day timeline had the contractor working 24 hours a day and seven days a week. He said Caltrans had been taking noise measurements with the existing traffic in the area and it was already approaching 80 decibels, the maximum Caltrans allowed. He said the contractors would put measures in place to dampen noise. He noted that there would be light towers for work at night. Mr. Tavares said that another option would be to reduce the construction to a one week 24 hour seven day work window that would minimize impacts on residents. He said Caltrans had mitigation factors in place for worst case scenarios and had looked at assisting residents with other temporary housing if the noise were to become too intrusive.

Commissioner Ronen asked if there were sound or light barriers that you could be put in place to protect residents from having light shining on their windows.

Mr. Tavares said the light would be focused on the work area itself and would hopefully not be flowing up to the residents. He said the plan was to have the loudest operations performed during the daytime hours and not during the night. He added that Caltrans was going to work very closely with the contractor to ensure that loud noises were also minimized as much as possible during the night time operations and would look at other options that the contractor could put in place. He said that Caltrans did not yet have a contractor selected.

Commissioner Ronen asked what kind of outreach would be conducted to inform impacted neighborhoods.

Mr. Tavares stated that Caltrans had hired a professional consultant to help with



messaging in several languages and that Caltrans planned to hold town halls and attend community meetings and nearby farmers markets to speak with residents. He said they were open to additional suggestions on how to reach out to all community members, including business owners, as well as residents.

Commissioner Ronen requested that Caltrans map out the impacted neighborhoods to better allow her office to assist in reaching out to residents. She said her office could assist by going to homes and making sure residents had a direct line to Caltrans and were aware of potential hotel vouchers, if needed.

Mr. Tavares thanked Commissioner Ronen and said Caltrans would be happy to work with her office.

During public comment Bob Feinbaum, President of Save Muni, suggested that Caltrans be prepared to subsidize transit service during construction and asked if Caltrans had a transit service budget during the construction period. He noted that loud construction noise could be a problem at any time of day and would affect daytime sleepers. He recommended that a sophisticated acoustical engineering firm be engaged to advise Caltrans on how to mitigate noise.

Mr. Tavares informed the Board and the public that Caltrans had set aside almost \$2 million for additional transit service and mitigating factors and would provide a shuttle service for residents in the construction area.

Commissioner Fewer said that 24/7 construction would be hugely impactful for the neighborhood. She said that in light of the disruption and invasive impacts, door knocking to every door in the immediate area was going to be critical and also ensuring that monolingual residents received the information in their native language. She suggested that Caltrans provide a hotline number and keep a log of complaints and outcomes.

6. Accept the Downtown Rail Extension Peer Review Panel's Findings and Recommendations on Governance, Oversight, Management and Project Delivery - ACTION

Eric Cordoba, Deputy Director for Capital Projects, John Fisher Vice President and Northern California District Manager at WSP USA, Geoff Yarema, Partner at Nossaman LLP and John Porcari, President, Advisory Services at WSP USA and Tilly Chang, Executive Director, presented the item per the staff memorandum.

Chair Peskin announced that the Board would not be taking a vote to allow the public sufficient time to review the final report. He said the first read of acceptance would be agendaized for the next Board meeting.

Chair Peskin asked if all stakeholders were embracing the expert panels recommendations.

Director Chang said the general consensus among the stakeholders was that change was needed and believed that the Memorandum of Understanding (MOU) would reflect aspects that needed to be reconciled and worked out further.

Chair Peskin asked relative to the two-year transition period if the Transbay Joint Powers Authority (TJPA) agreed that going forward with the implementation and design of DTX they would not be the lead agency. He asked if that was a fundamental recommendation.



Mr. Fisher said that was the peer review panel's recommendation. He said the Integrated Program Team (IPT) reported to the Executive Steering Committee that reported to the TJPA Board. He said the peer review panel felt that oversight was necessary to make sure the strategy going forward on the delivery of the DTX portion had additional input to build the necessary support to acquire regional support and funding. Mr. Fisher said the TJPA had more of a role than just the closeout of phase one and that the MOU process would outline the approval rights.

During public comment Roland Lebrun said he looked forward to making appropriate comments on the final report and said that he was surprised to find out that the report revealed that the gateway tunnel was useless. He said his written remarks would point to which specific contracts and companies were responsible for what happened. He recommended that the Board eliminate the Cordoba/Zurinaga venture.

Jim Patrick, owner of Patrick and Company, said he was not in favor of the final report's recommendations and preferred that the remaining engineering work be funded. He reminded the Board that the 60,000 riders were their voters and were being ignored.

Jim Haas, member of Friends of DTX, said Friends of DTX supported the regional approach but noted that the City of San Francisco was still not off the hook. He said San Francisco needed to convince the region to get behind the project. He thanked Director Chang for confirming that the smaller items requested by Friends of DTX were moving forward as part of the recommendations. Mr. Haas stated that the report gave a rather short shrift to the Pennsylvania right-of-way and could possibly make it impossible for the neighboring hospitals and Chase Center arena to function. He said the IPT was a good idea and wanted to make sure that it was a public body and had noticed meetings and all the transparency that public groups had.

Bob Feinbaum, President of Save Muni, said Save Muni fully supported the goal of the project but believed that the TJPA was already positioned to keep the project moving forward and was not in favor of the IPT. He noted that the private sector and construction unions had been left out of the IPT and suggested that they be added to the mix.

Adina Levin thanked staff and consultants for rethinking the project and positioning it for long-term success as a key connection of regional and national significance. She asked how Caltrain's service vision, increasing ridership up to 250,000 people, and the region's look at a second transbay crossing were going to fit together. She said the region needed to do a better job of managing delivery of major projects as a whole.

Peter Straus, member of Friends of DTX, said he shared a lot of the frustration voiced by others in regard to the delay in resuming the actual engineering work, but was glad to see the resumption of work at the Pennsylvania grade separation and 22nd Street Caltrain station. He said the delay in engineering may not be recovered by the change in strategy for delivering the project. He added that Friends of DTX looked forward to moving the project forward expeditiously and would comment further after reviewing the final report.

Chair Peskin stated that during Part 1 (the transit center) delivery of the project, the Board of Supervisors approved a \$250 million bailout as a result of the TJPA being behind schedule and over budget. He said the project suffered from a number of construction defects and these issues had led to the Board instructing Transportation



Authority staff to convene a peer review panel. Chair Peskin stated that it was better to invest in the front end of a project to ensure on time delivery. He asked Mr. Fisher if he would like to respond to public comment and address the difference between the status quo and the recommendations around reform.

Mr. Fisher said the region had changed since the project was initiated and noted the peer review panel felt that the region was in a national competition for federal funding. He said part of the relook was to come up with a credible funding plan that would make it easier to get political support at every level. Mr. Fisher said the current notion that the project was not just a San Francisco project, but instead part of a regional rail system had not been well articulated and was at that the core of the recommendations. He said a detailed two year plan was laid out in the report and showed that if the region started working together now, in 24 months, it could have credible funding plans and a better defined initial phase that would be more credible to voters.

Chair Peskin stated that the Board would provide the public until the next Board meeting to review the final report before taking up acceptance.

Chair Peskin continued Item 6 to the October 22, 2019 Transportation Authority Board meeting without objection.

7. Allocate \$24,253,024, with Conditions, and Appropriate \$749,724 in Prop K Sales Tax Funds for 23 Requests - ACTION

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

Commissioner Brown stated that Commissioner Safai had asked her to make a motion to amend the Bike to Work Day 2020 Prop K allocation with the condition that energizer stations be equitably distributed throughout the city. She also stated that Commissioner Safai had noted that residents on the west side of the city had to travel long distances to reach energizer stations in past years.

In regard to the Octavia Boulevard Circulation and Accessibility Study, Commissioner Brown asked how traffic could be diverted before bottle necking at Octavia Boulevard and noted that her original request had asked that the study go farther west than what was displayed on the study's map.

Priyoti Ahmed, Transportation Planner, said the study was not solely focusing on Octavia Boulevard, but would also be looking at the west side of the city to better understand who was traveling at different times of the day. She said the map was showing where the congested area was on Octavia Boulevard, but the study would examine traffic patterns going upstream. She added that the solution could lie in diverting traffic before it reached Octavia Boulevard.

Commissioner Fewer asked if paratransit riders were required to sign up at the mobility management program, what the cost was to utilize paratransit and the demographics of riders who used the program.

Jonathan Chang, Program Manager at SFMTA, said the mobility management program operated separately from the paratransit program and was meant to help all seniors and people with disabilities identify transportation resources that best meet their needs. He said individuals looking to sign up for paratransit were not required to



sign up through the mobility management program and said the paratransit application was available in 9 different languages online.

Commissioner Fewer asked if the paratransit interview for prospective riders was done in person.

Mr. Chang said that paratransit applicants were required to interview in person but noted that the program coordinated pick up and drop offs for all applicants.

Commissioner Fewer asked if there was any demographic data on who accessed paratransit services.

Mr. Chang said he did not have demographic data on hand but would forward that information to Commissioner Fewer.

Commissioner Fewer requested the demographic data by language, preferred language and income levels. She said the data would demonstrate if the SFMTA's outreach strategy was reaching the communities in most need. She also asked if paratransit riders were surveyed to gauge satisfaction and provide feedback.

Mr. Chang said 500 riders were surveyed annually and asked about their most recent paratransit experience and overall satisfaction with the program. He said there was a paratransit coordinating council comprised of consumers, service providers and Community Based Organizations (CBOs). He said the council met every six weeks to discuss quality of service and ways to improve service. A sub-committee meets each month to focus on a specific paratransit transportation mode.

Commissioner Fewer asked what the cost was to access a paratransit ride.

Mr. Chang said the cost to access a shuttle trip was \$2.50 and for the taxi program riders paid the meter rate. He did note that the taxi program was subsidized for riders with the riders being provided \$30, onto their taxi program debit card, for every \$6 of fare spent.

Commissioner Fewer asked if these programs were expensive for the riders.

Mr. Chang said SFMTA provided an 80% subsidy to all riders and said the average taxi trip was \$13 with the user paying \$2 -\$2.50 on their end.

Commissioner Fewer reiterated her request for demographic data and a summary of the surveys to see what was working and what needed improvement. She noted that seniors were the fastest growing demographic in District 1 and said that she had received complaints from District 1 seniors regarding the need to request a paratransit ride at least one day in advance. She asked if SFMTA had plans to create an on-demand paratransit option for emergency situations.

Mr. Chang said the shuttle service did require a reservation one day in advance, but the taxi program provided same day service. He said SFMTA was working with Fly Wheel to have paratransit customers request service through an app. He added that the SFMTA was working on creating an online reservation system for the shuttles, to allow customers to schedule a ride in advance.

In regard to the Bicycle Safety Education and Outreach program, Commissioner Fewer asked if the program was educating bicyclists to not ride on sidewalks, yield to pedestrians and stop at arterials.



Chris White, Program Director at SFBC, said that the program taught all bicyclists to abide by all rules of the road and also not ride on sidewalks.

Commissioner Fewer said the demographics were not racially diverse. She said the program needed to represent all San Franciscans, being that it was funded by tax payers. She said a lot of the data collected reflected the same demographic issues the city had around accessibility for all residents. She requested information on age.

Mr. White said SFBC collected information on age in their surveys and noted it was an optional question. He said SFBC worked frequently with community based organizations (CBOs) to facilitate outreach to demographic area that were more challenging to reach and noted that the current year's classes were in partnership with CBOs in communities of concern. SFBC hoped that the data would change by the end of the year. Mr. White said the program was currently in the first part of the contract and the classes that required more outreach would be provided toward the latter part of the contract.

Commissioner Ronen supported Commissioner Brown and Safai's requests to amend the Bike to Work Day 2020 funding to include energizer stations in all districts.

Commissioner Brown made a motion that funds for Bike to Work be conditioned upon SFBC locating one or more energizer station(s) per district, the motion was seconded by Commissioner Ronen.

During public comment Roland Lebrun suggested Caltrain utilize hybrid trains as part of their electrification project to enable service south of San Jose and into Gilroy.

Francisco Da Costa suggested that a needs assessment with goals and timelines be attached to all Prop K requests. He asked that program managers have empathy towards vulnerable residents in the city when making allocation requests.

Chair Peskin asked that Commissioners Brown and Ronen temporarily withdraw their motion and second to amend Item 7 to allow a motion and second to be made to approve the item.

Commissioners Brown and Ronen temporarily withdrew their amendment.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

Commissioner Brown moved to amend the item to add a condition that funds for Bike to Work be conditioned upon SFBC locating one or more energizer station(s) per district, seconded by Commissioner Ronen.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)



8. Adopt the SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning] - ACTION

Nick Carr, SFMTA Transportation Planner, presented the item.

During public comment Francisco Da Costa spoke about the contributions of the Filipino community and close family ties. He stated that the budget for the program was inadequate and that the Filipino community deserved more.

Commissioner Fewer moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

9. Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program - ACTION

Amber Crabbe, Public Policy Manager, presented the item.

There was no public comment.

Commissioner Yee moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

10. Approve Amendment No. 4 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$640,000, to a Total Amount Not to Exceed \$1,595,000, and Extend the Agreement through June 30, 2021 - ACTION

During public comment Francisco Da Costa requested that all future Yerba Buena Island presentations inform San Franciscans about the over 500 sacred remains that were found on the island and how the remains are being cataloged.

Commissioner Yee moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani, Safai and Yee (9)

Absent: Commissioners Haney and Walton (2)

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.



12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 12:00 p.m.