



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, November 17, 2015

1. Roll Call

Chair Wiener called the meeting to order at 11:09 a.m.

Present at Roll Call: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Mar, Tang, Wiener and Yee (10)

Absent at Roll Call: Commissioner Kim (entered during Item 2) (1)

2. Chair's Report – INFORMATION

Chair Wiener reported that there were several updates at the federal, regional and local levels this month. He said that after several months in which Congress had stalled or failed to pass a long-term transportation funding bill, he was cautiously optimistic that there would be a multi-year surface transportation authorization bill passed in December, as opposed to some of the short-term measures in past years. He said that the House of Representatives and the Senate had passed their own versions, with the Surface Transportation Reauthorization and Reform Act in the House and the Drive Act in the Senate. He said that overall the House bill provided far less funding for transit than the Senate bill, which could translate to less transit funding for the Bay Area. He noted that staff from the Transportation Authority and the Metropolitan Transportation Commission (MTC) would be working to avoid any reduction in funding as these two bills were reconciled in conference committee, and that Congressional leaders wanted to have this completed by early December, before the Fiscal Year 2015/16 Continuing Resolution expired.

Chair Wiener said that interestingly, an amendment was offered during the House floor debate which would provide an extra \$40 billion in one-time revenue by liquidating the Federal Reserve's capital surplus. He said if this provision passed the conference committee, it could be possible to fund the bill for five years at higher funding levels rather than for six years at essentially flat funding levels. He applauded the over 40 major industry associations and organizations, including the American Public Transit Association, U.S. Chamber of Commerce, and laborers, construction and trade unions, who were recommending the higher-levels of funding, even if it meant passing a shorter 5-year bill. He said that at a minimum, this would ensure that funding would keep pace with inflation and the cost of building materials. He read a quote from the letter provided by the 40 industry groups that holding highway and public transportation investment at or below purchasing power levels would not create job growth, reduce traffic congestion, or address the nation's backlog of needed surface transportation infrastructure improvement, and urged Congress and President Obama to pass and sign a multi-year bill in December.

Chair Wiener said that at the regional level, MTC had deliberated about the best way to plan for and coordinate the Regional Transportation Plan and Sustainable Communities strategy here in the Bay Area and agreed to look into a full merger scenario for MTC and the Association of Bay Area Governments (ABAG). He said this would bring the region into a similar structure of all other Metropolitan Planning Organizations across California but did require careful thinking about how San Francisco would be represented in the new institutional framework. He said he would not support any merger that undermined the needs of the large cities in the Bay Area and noted that the process was ongoing, with a conclusion needed by June of next year.

Chair Wiener said that at the local level, he was struck by the significant progress that transportation agencies were making in planning and project delivery of improvements large and small. He said the week before, a public meeting was held for the Geary Corridor Bus Rapid Transit project environmental review, and said while the process had taken a great deal of time if was nearing the end. He said other accomplishments the week before included the construction of the Van Ness pedestrian underpass near the California Pacific Medical Center, the San Francisco Municipal Transportation Agency opened a section of raised cycle track on Market Street, and the California Department of Transportation successfully imploded former San Francisco-Oakland Bay Bridge piers. He said that the following week they would be celebrating the groundbreaking of Mansell Avenue, which was one of the most anticipated One Bay Area Grant projects, and noted that it was great to see these improvements happening after years of community and agency work in planning, design and putting together funding plans.

Lastly, Chair Wiener said that Commissioner Mar had attended two conferences on behalf of the Transportation Authority over the past couple weeks, the 2015 Equity Summit in Los Angeles the last week of October and the 2015 National League of Cities in Nashville the first week of November, and invited him to provide a brief report regarding those conferences.

Commissioner Mar thanked staff for extending the comment period for the Geary Corridor Bus Rapid Transit Environmental Impact Report, and said it was important to allow people adequate time to provide comments. He said over the past few weeks he not only visited two different cities but actually attended four different historic gatherings which were happening in the context of the environmental sustainability discussion at the upcoming COP21 conference in Paris and the recent People's Climate March in Oakland. He said that Policy Link was an amazing organization that began in Oakland and had since expanded across the country. He said he attended the Local Progress and Equity Summit conferences in Los Angeles which convened pro-transportation policymakers from around the country, as well as a gathering on race and equity with elected officials from Portland, Seattle and Oakland. Lastly, he said he attended the National League of Cities conference in Nashville.

Commissioner Mar said that he was able to build relationships and learn about case studies from other cities such as Seattle, New York and Philadelphia. He recognized Commissioner Avalos as a leader at the Local Progress conference and said that hearing about transit equity ideas from the mayor of Minneapolis was a highlight of the trip, which included a new light-rail line that connected Minneapolis to St. Paul. He noted that Policy Link had significant reach, as the conference included over 3,000 people from the government sector, from university researchers to grassroots activists. He said that one of the key messages he took from the transportation equity caucus was that people did not view transportation and housing equity as isolated and that they were actually intertwined. He added that policies such as development without displacement and the black lives matter efforts around the country were inspiring and that intersectionality was important.

Commissioner Mar said that as he listened to other metropolitan regions talk about their work he began to view San Francisco, Oakland and San Jose as a huge region. He said he didn't realize that the Bay Area and its soon to be 9 million population was the fifth largest metropolitan region in the country behind New York, Los Angeles, Chicago and the District of Columbia metropolitan areas. He said he also didn't realize how much of a huge economic driver the Bay Area was and how its policies to advance equity and transportation policy were watched by other cities around the country. He noted that working with Commissioners Campos and Wiener on the MTC and ABAG commissions was eye opening but that being around people from other regions provided another perspective. He said that while in Nashville he had the opportunity to ride the bikeshare system which was operated by B-Cycle, but that the system only had a limited number of stations and had room to grow. He noted that Nashville had 40 city council members and questioned how hard it would be to make policy in that city. He added that a small starts grant for a major transportation project was recently voted down by conservatives on the city council, and that transportation policies could help address the segregation and lack of equity in the city. He said that meeting with people who worked on anti-displacement was valuable and provided a better race, class, gender, and neighborhood equity lens for his work in San Francisco.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

4. Approve the Minutes of the October 27, 2015 Meeting – ACTION

There was no public comment.

The Minutes were approved by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Items from the Finance Committee

5. Authorize the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for the Bay Area Rapid Transit District Travel Smart Rewards Pilot Program, the South of Market Freeway Ramp Intersection Safety Improvement Study, and the Planning, Programming and Monitoring Program – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

6. Accept the Audit Report for the Fiscal Year Ended June 30, 2015 – ACTION

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Items from the Plans and Programs Committee

7. **Allocate \$273,868 in Prop K Funds and \$300,000 in Prop AA Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Items from the Personnel Committee

8. **Adopt a New Program Analyst Job Classification and Reclassify Two Positions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

9. **Adopt the Revised Salary Structure for Select Job Classifications – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Other Items

10. **Introduction of New Items – INFORMATION**

There was no public comment.

11. **Public Comment**

There was no public comment.

12. **Adjournment**

The meeting was adjourned at 11:33 p.m.