



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 11, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Ronen, Safai and Sheehy (6)

Absent at Roll Call: Commissioners Kim, Tang, Yee (entered during Item 2), Farrell (entered during Item 5) and Cohen (entered during Item 10) (5)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that on March 24, along with CAC Member Peter Tannen, he attended a guided tour of the Railyard Alternatives and I-280 Boulevard Feasibility Study from the Planning Department. He said regarding Item 7, the Prop K grouped allocations, that most of the questions regarding the Geary Bus Rapid Transit request were regarding the lawsuit so staff could not provide much of an update, and that on the Bike to Work Day request, he felt that the Transportation Authority provided a lot of funding and should receive more acknowledgement from the San Francisco Bicycle Coalition. On Item 9, the Alemany Interchange Study, he said the project was brought to the attention of former Commissioner Campos by community members and the Portola Neighborhood Association, and he commended staff for coordinating outreach and working to get the project implemented. He said regarding Item 11, the Communities of Concern (CoC), that several CAC members noted the apparent shift in CoCs toward the southern part of the city, which could be indicative of decreased affordability. He said the removal of certain blocks as CoCs in the Portola, Mission and Bayview neighborhoods could also be an indication that more affluent people were moving in, which would give the neighborhoods less ability to apply for funding. He said that staff had indicated that using the block group metric instead of the census tract meant that would not necessarily be the case.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the March 21, 2017 Meeting – ACTION

4. Preliminary Results of the Bay Area Rapid Transit (BART) Perks Program – INFORMATION

There was no public comment.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Ronen.

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

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Absent: Commissioners Cohen and Farrell (2)

End of Consent Agenda

5. Adopt Positions on State Legislation – INFORMATION/ACTION

Mark Watts, State Legislative Advocate, presented the item.

Chair Peskin asked for confirmation that San Francisco would receive \$22-28 million per year for street repaving as part of the state funding deal. Mr. Watts replied that he believed it was \$17.5 million, but that the amount could be closer to \$20 million over the 10-year timeframe because it had a built-in index.

There was no public comment.

6. Amend the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835, and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777 – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Chair Peskin for an explanation as to why expenditures were nearly twice as much as revenue. Ms. Fong replied that in February 2017 the Board approved an additional \$46 million loan from the revolving credit agreement, and that coupled with an upcoming bond, would help fund the difference between the \$125 million in revenue and the \$230 million in expenditures. She said the Fiscal Year 2017/18 budget would come before the Board for approval in May and June, in addition to the bond.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (10)

Absent: Commissioner Cohen (1)

7. Allocate \$193,475 in Prop K Funds for Bike to Work Day 2017 and the Central Richmond Neighborway Project, with Conditions, and Appropriate \$602,254 in Prop K Funds for the Geary Bus Rapid Transit Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Mike Pickford, Transportation Planner, and Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Breed moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and

Yee (10)

Absent: Commissioner Cohen (1)

8. Allocate \$5,464,675 in Prop K Funds, with Conditions, for the Downtown Extension Including \$4,549,675 for Preliminary Engineering and \$915,000 for a Tunneling Options Engineering Study, and Appropriate \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Eric Cordoba, Deputy Director for Capital Projects, introduced the item.

Chair Peskin stated that the Board heard a presentation on the item at its March 21 meeting. He asked for confirmation that the request would not commit the Board to the Townsend Street alignment, and that the approximately \$5.5 million in funds would provide further work on the alignment, but did not preclude the Board from taking action relative to a different alignment, to which Mr. Cordoba replied in the affirmative. Mark Zabaneh, Executive Director of the Transbay Joint Powers Authority (TJPA), stated that the funds would allow the TJPA to advance the development of Phase 2. He said once the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study was completed later in the year, TJPA staff would work with its funding partners to develop a strategy to bring the trains to the Transbay Transit Center as soon as possible.

Chair Peskin said that the Board had received communication from a member of the public, Roland Lebrun, regarding a future senior engineer position at the TJPA to work on Phase 2. Mr. Zabaneh replied that currently he was the only staff working on Phase 2 and that moving forward he would be reaching out to the San Francisco Municipal Transportation Agency and San Francisco Public Works to gain their expertise from various project.

Chair Peskin commented that there was widespread concern about the cut and cover method on Townsend Street, and said that Mr. Lebrun had suggested that there was emerging technology that might allow boring, and stated that TJPA should investigate that thoroughly. Mr. Zabaneh stated that TJPA would be looking at every option available to build the project in the most cost-effective, efficient, and least obstructive way, and that as they moved forward with the design they would look at what technologies were available to help with that.

During public comment, Peter Straus with the San Francisco Transit Riders said that the Downtown Extension remained the highest capital priority for major rail projects after the Central Subway project, and that the city needed to maintain its commitment despite the situation at the federal level. He said he was confident that the region would do its part to keep this project moving forward expeditiously, and urged the Board to support the item.

Jackson Fahnestock commented that he served on the TJPA CAC, the RAB Citizen Working Group (RAB CWG), the California High-Speed Rail Authority Community Working Group (CHSRA CWG), and the transportation committee for the South Beach Rincon Mission Bay Neighborhood Association. He said he was supportive of the alignment that would be most cost-effective, operationally efficient, and least invasive to the neighborhood. He said the Downtown Extension would be a 150-year project, and commended the TJPA for finishing what many projects had previously set out to do. He urged the Board to approve the item, and said the funds were critical to the study of all alignments under consideration in the RAB study, and would allow further exploration of the impacts of cut and cover, as well as update constructions and right-of-way costs and ridership analysis.

Bruce Agid commented that he served on the TJPA CAC, RAB CWG, the Central Subway Community Advisory Group, the CHSRA CWG, and the South Beach Rincon Mission Bay

Neighborhood Association. He said he supported the item and that the \$200,000 for expert oversight seemed appropriate and prudent, and would provide an additional layer of expertise to ensure all approaches of delivering the project were incorporated, including design, construction, cost-estimating and funding. He said although it was a significantly different project from Phase 1, learning from Phase 1 and the root causes of the cost overruns and challenges would position Phase 2 for success. He said that if possible this oversight should be considered for all three alignment options in the RAB study and provide a cost/benefit analysis for each, as it would provide the highest level of expertise for policymakers to make the best decision and would increase public confidence.

Jim Patrick of Patrick & Company said the Downtown Extension was a critical element to getting the trains downtown and that the Board had already waited four months to approve the funds. He urged the Board to take immediate action and approve the item in order to keep the project moving.

Jim Haas commented that for the previous five years the city had not had a coherent plan to get the trains downtown but that the item being considered provided a way to do that. He said it was only a part of the solution because the RAB study was also integral and that in a year the Planning Department would be finished with the study and provide the plan. He added that the Transportation Authority should leverage its funding so that the agencies involved properly coordinate.

Marvin Morgan with operating engineers urged the Board to approve the item and said the preliminary engineering and design work would focus on elements common to all alignments currently being considered by the RAB study. He said the funds would provide essential information to continue advancing the project regardless of the outcome of the RAB study, and that the project would provide union jobs for local workers and would provide critical infrastructure to alleviate congestion.

Chair Peskin commented that the requested funding was only a small portion of the project but that the Board had seriously considered the request given that Phase 1 was a challenge as it related to cost-overruns, project delays, and mismanagement. He said it was important to learn from Phase 1, and that given the recent delay to the Caltrain Electrification project a four-month delay was not going to affect the Phase 2 schedule.

Commissioner Tang moved to approve the item, seconded by Commissioner Kim.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (10)

Absent: Commissioner Cohen (1)

9. Adopt the Alemany Interchange Improvement Study [NTIP Planning] Final Report – ACTION

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

Commissioner Ronen stated that the project was a top priority for former Commissioner Campos and was currently the top transportation priority for District 9. She said the project area was a confusing maze of freeways and on-and-of ramps that was frequently subject to flooding and was incredibly unsafe for pedestrians and bicyclists. She said many people used an informal path across a five-lane street to access the Alemany Farmer's Market, many of whom were seniors, and that it

was really an equity issue as the surrounding neighborhood was working class and low-income. She asked why it would take until mid-2018 to complete Phase 1 of the project. Tilly Chang, Executive Director, replied that it was staff's understanding that it was the normal schedule for the implementing agencies to deliver Phase 1, but that staff would work with those agencies to expedite the project. She said the recent funding deal at the state level could provide new Active Transportation Program funds which could also accelerate Phase 2, so staff hoped to work on both phases at the same time and expedite them with the implementing agencies.

Commissioner Ronen stated it was important to get Phase 1 completed as quickly as possible, and asked for an estimate of when Phase 2 work would begin. Director Chang replied that there was not a firm schedule and that staff would need to work with Caltrans and the San Francisco Public Utilities Commission to better understand the drainage issues in the area, but that they should be able to provide a firm schedule by the fall.

Commissioner Ronen commented that her office would be following up as it was a serious safety and equity issue and if new sources of funding became available they would like to increase the scope of the project.

Commissioner Safai commented that a lot of residents from District 11 traveled to the farmer's market, many of them families with small children and working families who relied on accessing the affordable food. He said he would like to make it safer for people to access and that it should be a top priority to accelerate the project.

Commissioner Yee commented that he was also supportive of accelerating the project, and that he knew it was confusing for drivers and therefore hazardous for pedestrians. He said the city should make the project a priority.

During public comment, Janice Li with the San Francisco Bicycle Coalition, commented that the area had fast moving highways and that the farmer's market was difficult to access. She said the surrounding transportation network was not adequate and that the project exemplified what the Neighborhood Transportation Improvement Program should be about, which was looking at multi-modal options for a specific location that could provide people with additional travel choices. She said that the Transportation Authority should work with Caltrans to expedite Phase 2.

Commissioner Ronen moved to approve the item, seconded by Commissioner Safai.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (10)

Absent: Commissioner Cohen (1)

10. Adopt the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report – ACTION

Monica Munowitch, Complete Streets Manager, and Danielle Harris, Project Manager, at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Commissioner Breed thanked the SFMTA and Mo' Magic for doing sufficient community outreach and said the outreach process was especially important for this project to make sure the community had a say. She said people in the area knew the challenges and should be able to provide input to changes that would impact their daily lives. She said she was excited about

improvements to the Buchanan mall and noted the safety challenges in the neighborhood which had a lot of children, senior citizens, and people walking the neighborhood. She said the plan was a step in the right direction and that she looked forward to implementing many of the improvements but that the plan should serve as a guide. She said there had been a number of concerns expressed by people in the community and that there could be changes made during the implementation process. Commissioner Breed noted that the neighborhood had changed a lot and that the ultimate goal was to make changes to how cars, bicycles and pedestrians intersect to increase safety.

Commissioner Breed expressed concern about the changes to the Golden Gate Boulevard bike lane and said she wanted to hear about the community feedback regarding the recommendation being made. She added she wanted to make sure the road diet being proposed was the right change, and asked how the bike lanes would work and how that recommendation was decided. Ms. Harris replied that the approach for Turk Street and Golden Gate Avenue was to treat them as a couplet, together as one eastbound and westbound corridor. She said there were two concept designs for it, the first being a two-way bicycle facility on Golden Gate Avenue which would remove southside parking on Golden Gate Avenue. She said the community was not receptive to this tradeoff and instead opted for the second concept which was an eastbound bike lane on Golden Gate Avenue on the right side from Divisadero to Gough Street. She said this could either be a buffered or protected bike lane, and that the community was very receptive to reducing the travel lane on Golden Gate Avenue to accommodate the bike lane. Ms. Harris said that both concepts were 30% design so staff was planning to go back out to the community to do additional outreach and receive feedback about how they would like the bike lane to look, whether to make it protected or buffered, and other factors such as driveways and parking.

Commissioner Breed asked how the proposed changes would impact the numerous churches on Golden Gate Avenue, and asked what outreach was done to include them in the process. She noted that churches often had people double park on Sundays and for funerals. Ms. Harris replied that some people from the churches had attended a Sunday Streets event but that no additional outreach had been done to churches regarding how it would affect their operations. She said staff would be conducting targeted outreach along the corridor for those with specific needs and would be discussing the proposed concepts.

Commissioner Breed commented that there was a large senior development on Golden Gate Avenue and that she was concerned about the access to the driveways if there was going to be significant changes. She said although outreach efforts were great, she wanted to make sure the plan was only a guide and as the process of implementation began, there was sufficient opportunity for the community to provide feedback before changes were made.

Sarah Jones, Director of Planning at the SFMTA, replied that the SFMTA was committed to working with the community and that the outreach for this project would be used a model for future projects. She said that staff would be following through with the relationships that were built through the outreach process to make sure they continue to be responsive to those work live and work in the area.

Commissioner Breed commented that she knew there was Recreation and Parking Department property on Buchanan mall and said that the SFMTA should work collaboratively with other agencies to coordinate the proposed safety changes to the intersections. She said it was important to stay connected to the community groups while the changes were being made as they were also pushing to envision the area.

Chair Peskin noted that in the presentation it showed \$987,000 in Prop AA funds committed to Phase 3 of the project but with an asterisk, and asked for clarification that it meant the Board had not taken action on that allocation. Anna LaForte, Deputy Director for Policy and Programming, replied that was correct, and that staff was currently recommending \$950,000 for pedestrian lighting to implement the walkable Western Addition portion of the request.

During public comment, Janice Li with the San Francisco Bicycle Coalition (SFBC), commented that Rosa Parks Elementary School was located at the north end of Buchanan mall, between Webster Street and Geary Boulevard, which were both large streets. She said the school had some of the biggest bicycle advocates in the area but that they didn't feel comfortable having their kids walk in the area because it was not safe. She said the project was an opportunity for comprehensive community outreach comprehensive in the area and provided a few lessons learned. She said first the project showed that planning took a long time to do right, which involved meeting people in their community and holding a lot of meetings, and second that it was possible to come to a conclusion that worked for everyone. Ms. Li added that if Golden Gate Boulevard and Turk Street were considered as a couplet, they should receive similar treatments at least going through environmental review, including a protected bike lane option which was supported by a lot of SFBC members.

Commissioner Breed moved to approve the item, seconded by Commissioner Safai.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

11. Adopt the Community of Concern Boundaries for San Francisco – ACTION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Peskin commented that the additional Community of Concern blocks that were being proposed appeared to make sense, especially in District 3.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Safai.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

12. Proposed Independent Analysis and Oversight Contract Scope of Services – INFORMATION/ACTION

Tilly Chang, Executive Director, presented the item.

Commissioner Yee asked if the action would allocate funding for the services. Chair Peskin replied that there was \$100,000 allocated for Fiscal Year 2017/18 which would be part of the administrative overhead.

Commissioner Yee asked if \$100,000 was an estimate, and if that could change depending on the bids received, to which Chair Peskin replied that was correct. He said that the scope of services for the contract was much more limited than the function the Budget and Legislative Analyst's Office provided for the Board of Supervisors. He said the number of tasks were limited, and that staff thought \$100,000 would be sufficient but that it would ultimately be determined by the

market.

Commissioner Yee asked what would happen if the bids came in over \$100,000. Chair Peskin replied that the item would have to come back to the Board for approval.

Director Chang stated that the item was just to approve the scope of work, and that following a competitive procurement a consultant award would come back to the Board for approval. She said \$100,000 was budgeted for Fiscal Year 2017/18, but that if needed that could be increased through a budget amendment.

There was no public comment.

Commissioner Farrell moved to approve the item, seconded by Commissioner Safai.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Items from the Vision Zero Committee

13. [Final Approval on First Appearance] Approve a Resolution Urging the California State Legislature to Amend the California Vehicle and Public Utilities Codes to Enable Local Jurisdictions to Permit, Conduct Enforcement and Access Trip Data for Transportation Network Companies – ACTION

Chair Peskin stated that a near identical resolution was approved by the Board of Supervisors the week prior and was also recommended to the Board by the Vision Zero Committee. He said that transportation network companies were sharing data with the California Public Utilities Commission (CPUC) but that the CPUC had made repeated findings that sharing the data with local governments was not in the public interest.

Commissioner Safai commented that it was unbelievable that the CPUC would not share data that it had collected that could help cities plan for and monitor their roadways and make better policy decisions. He said he had asked the City Attorney's Office to consider pursuing legal action against the CPUC to obtain the data.

Commissioner Cohen asked if the City Attorney's Office was interested in pursuing action or thought there was foundation for such action. Commissioner Safai commented that the City Attorney's Office was still considering it and would report back shortly.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Other Items

14. Introduction of New Items – INFORMATION

Commissioner Farrell stated that a few years prior he requested a white paper on the city's policy approach towards private commuter shuttles due to the recent growth of private shuttles, particularly Chariot, operating in District 2 and throughout the city. He said the shuttles created pressure on the transportation systems as well as the neighborhoods. He said the study was being

integrated with a broader topic of technology and requested an update of the research, as it would be important for the Board to be informed of the research and data before future discussions took place.

15. Public Comment

During public comment, Andrew Yip spoke about cultural development.

16. Adjournment

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