



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 25, 2017

### 1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

**Present at Roll Call:** Commissioners Breed, Cohen, Fewer, Peskin, Sheehy, Tang and Yee (7)

**Absent at Roll Call:** Commissioners Farrell, Kim, Ronen and Safai (entered during Item 2) (4)

### 2. Update on Better Market Street – INFORMATION

Mohammed Nuru, Director at San Francisco Public Works, presented the item.

Chair Peskin said that at the previous Board meeting staff had indicated that the project was still in the process of local and federal environmental review which would lead to several design options, but that the presentation indicated that the project was already going into the design phase. He asked if the project needed to finish environmental review prior to going into design. Mr. Nuru replied that all three design options were submitted for environmental review but now that there was consensus among the agencies leading the project there was one option being put forward to be studied in more detail which allowed them to move into construction documents.

Chair Peskin commented that he was concerned with the 30% design drawings being completed prior to environmental review being finished relative to public participation and environmental review. Mr. Nuru replied that the four agencies leading the project felt strongly about the design being advanced and that there was room for adjustments while the construction drawings were being developed. He said the conceptual phase of the project was over so the project needed to look at next steps which was why the public outreach process would begin over the next several months. Chair Peskin asked what the schedule was for finishing the federal and local compliance on environmental review. Mr. Nuru replied that now that there was an agreed upon design, it should be finished in the next year.

John Rahaim, Director of the Planning Department, commented that the design in the presentation was agreed upon as the most doable and addressed the Planning Department's concerns regarding sidewalk lengths, as well as allowed a bicycle lane to be incorporated into Market Street. He said regarding the environmental review, the vast majority of work being done would proceed regardless of the surface design (i.e., was common to all design options) and that there was no risk with moving ahead with the environmental review.

Commission Kim commented that for the past six years there didn't seem to be an outcome for the project which led her to question its value and whether it was a priority among the city's future

transit needs such as the Downtown Extension, a second transbay BART tube, Geary Bus Rapid Transit, and the Central Subway extension. She said she agreed that Market Street needed to be reimagined, but that given the cost at \$600 million it led her to question some of the elements of the project. She said that seeing that street repaving only accounted for \$129 million and that the vast majority of the costs were state of good repair projects that were needed by the San Francisco Municipal Transportation Agency (SFMTA) was helpful. She asked if the approval of the requested funds would not also approve all of the line items included in the \$600 million cost. She said she wanted to better understand the need for an F-Line turn-around and new tracks on Market Street which would only serve one line, when there were over 30 Muni lines running on Market Street. She said she wanted to make sure the city was spending its limited funds in the best way possible. She asked about the \$100 million request for the power transfer station and whether this was a necessary item.

Mr. Nuru replied that as the design process progressed the project team would be looking at all the different parts of the project and would communicate that. He said there were funds set aside for the project in Prop A [general obligation bond] which the project team hoped to use to pilot one district of the project and would be conducting a road show in the upcoming weeks to determine that. He added that the project would reshape Market Street for the next 50 years and that there were many pieces of the project that were investments that needed to be made now otherwise they would need to be done later. Andrea Glerum, Better Market Street Project Manager at the SFMTA, confirmed that approval of the requested funds did not include approval of the line items and that the SFMTA would be looking at the elements and deciding if they needed to reassess priorities. She added that many of the elements were necessary state of good repair items.

Commissioner Kim asked for confirmation that the overhead electrical system, traffic signals and new traction power substation were all necessary items for the system to work. Ms. Glerum replied that the new traction power substation was a new element that was added to the scope in the last year and a half. She said a power traction study was recently conducted by the SFMTA's engineers which recommended that this was a necessary item due to existing deficiencies in traction power. She noted that when BART was built the duct banks that served both the above and below ground lines were located on Mission Street with cross lines running to Market Street which was inefficient and expensive. She said the study showed that the two circuits which were thought to be performing sufficiently were not, and so the study recommended replacing the third substation in addition to two existing ones.

Commissioner Kim commented that as the project progressed she would like firmer answers regarding whether the items the SFMTA was requesting were necessary to ensure the smooth and efficient operation of the Muni system. She added that the SFMTA should at least consider alternatives to the potential new F-Line loop and track replacement. She said she was disappointed that the project had already spent \$13 million with little to show for it. She said part of the issue was that it wasn't clear which department was leading and that the departments were hiring different consultants but that she was now comfortable moving forward approving the funds. Mr. Nuru stated that Market Street was the city's busiest corridor for transit, buses, cyclists and pedestrians and was a challenging project given the number of agencies involved. He said the agencies were now at a point of agreement and ready to start the public process which would include piloting a segment of the project and hopefully break ground in the next year. He added that while there was a funding challenge he was hopeful that showcasing one segment of the program would demonstrate the need for the project.

Chair Peskin asked whether the underlying request for One Bay Area Grant (OBAG) funds for the

Better Market Street project had any constraints. Amber Crabbe, Assistant Deputy for Policy and Programming, replied that the OBAG request was for \$16 million for the final design phase. She said this was federal funding so it required federal environmental approval before the funds could be obligated to the project.

Commissioner Safai commented that from a planning perspective Market Street was a poor reflection of the city in terms of design and lack of investment. He said the project would be a tremendous improvement for Market Street, particularly for bicyclists to have a protected bicycle lane as well as the landscaping and sidewalks. He said he agreed with Commissioner Kim that he would like to revisit how the different elements of the project would be prioritized. He asked which area would be used for the pilot project. Mr. Nuru replied that the project team was still working on which area to use for the pilot, but that it would be one of the six districts.

Chair Peskin commented that for a project of that magnitude and schedule he wanted to make sure that the Board stayed informed. He requested that the Board receive quarterly reports and semi-annual updates to make sure the project schedule did not slip or end in cost overruns.

Ms. Crabbe clarified that Item 9 was an information item and the action to approve the funding would be considered by the Board in September.

Commissioner Breed commented that the landscaping along the Van Ness corridor did not seem to be well maintained, which was a recurring issue in the city. She said she wanted to better understand if there was a plan to maintain the landscaping as part of the project, and whether there would be a proposed agreement with property owners and who would take responsibility. She said there needed to be funding included for long-term maintenance as well as a plan of action. Mr. Nuru replied that as the design phase progressed it would be considered by the maintenance teams who would ensure the right plants would be chosen, among other aspects. He noted that the year prior a green-benefit district was created in the Potrero neighborhood, and that they would be looking at different funding models to make sure funds would be available for maintenance.

Commissioner Breed commented that throughout the city there were many examples of types of trees and plants being planted in the wrong areas that led to issues where they could not be removed or caused damage to infrastructure. She said the landscaping should not become a burden to where maintenance costs would be significant and that there should be a clear source of funding. She said creative options such as community-benefit districts were great, but they needed to be approved prior to the project being complete. Mr. Nuru replied that all of the different options would be considered.

During public comment, a member of the public commented that data and research was needed to help improve the city's water and transportation systems. He questioned why the city was still dealing with issues of water and transportation infrastructure after decades of discussing the issues and that the city needed a task force to consider lessons from previous generations. He said the city needed to be sustainable and that the Board of Supervisors needed to consider the issues that lasted beyond their terms in office.

### **3. Chair's Report – INFORMATION**

Chair Peskin reported that on July 13, Senate Bill 595, also known as Regional Measure 3 (RM3), passed out of the State Assembly Transportation Committee with amendments that included all of the regional priorities. He said the bill authorized the Metropolitan Transportation Commission to potentially place a toll increase of up to \$3 on the 2018 ballot in all nine Bay Area counties. He

said the bill now included a detailed expenditure plan which included many of San Francisco's priority projects, including funding for the Caltrain Downtown Extension, new Muni vehicles, Core Capacity transit improvements, new BART expansion cars, and Safe Routes to Transit projects, among others. He thanked the city's state legislative delegation, including Bay Area Caucus Chair Assemblymember Phil Ting, Assemblymember David Chiu, and Senator Scott Wiener and their staff for their work on RM3. He said in other news the state legislature approved the 10-year extension of the state cap-and-trade program the week prior. He said the bill, Assembly Bill 398, would continue the program through 2030, and noted that the program revenues funded major transit capital programs such as High-Speed Rail, Muni light-rail vehicles, and other local and regional transit operations, as well as affordable housing and sustainable communities' projects. He said the city appreciated Governor Brown's leadership on climate policy and thanked the legislature for their support.

Chair Peskin said Governor Brown joined with the city's state and federal delegation, along with numerous local and regional elected officials, the week prior in Millbrae to celebrate the groundbreaking event for the Caltrain Electrification project. He said the event highlighted the regional collaboration that helped secure the Federal Transit Administration grant to complete the project's funding plan earlier in the year. He thanked Senator Dianne Feinstein, Leader Nancy Pelosi and Representative Jackie Speier for working with business, labor, environment, and transit rider groups in that effort. He said the project would continue to be critical to the city as the region continued to discuss the need for increased capacity and service, reduced congestion and noise, and local air quality and reduced greenhouse gas emissions.

Lastly, Chair Peskin reported that the Transportation 2045 Task Force held its second meeting the day prior focusing on equity in transportation and discussing a potential framework for transportation needs and investment in the city's transportation system. He said the next meeting would explore revenue evaluation criteria and prioritizing needs based on feedback, and reiterated that the task force would be considering every potential revenue source. He thanked staff for remaining flexible and creative in compiling a menu of options and looked forward to the community discussions moving forward. He noted that the public could follow the meetings, view the presentations, and submit questions by visiting [www.sftransportation2045.com](http://www.sftransportation2045.com).

There was no public comment.

#### **4. Executive Director's Report – INFORMATION**

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

Chair Peskin asked for an update on the Central Subway project that was referenced in the report. He said he understood it was a complex project but would like to better understand the project delay and the potential to makeup time, as well as the project impact on neighboring merchants.

John Funghi, Central Subway Program Director at the SFMTA, replied that the project was doing well overall and that South of Market they were laying track in the subway from the 4<sup>th</sup> and Townsend Street intersection to the Yerba Buena/Moscone Center station and Union Square/Market Street station. He said the Yerba Buena/Moscone Center station looked like a finished subway station and that California Transportation Commission Commissioners would be on-site in August to tour the station. He said the recent news reports focused on the Chinatown station and the contractor's inability to meet its own production rates which was driving the overall schedule and revenue start date further than anticipated. He noted that the schedule dates were established back in 2008 as well as the project budget of \$1.578 billion. He said that they were taking the slowdown at the Chinatown station very seriously and were looking to make up the

time lost. He said officials from the Federal Transit Administration (FTA) were on-site to take a look at the schedule and consider what could be done to make up time, but at the least to stop the delay from increasing. He said there was some potential in capitalizing on some potential efficiencies such as in the start-up and pre-revenue testing phases. He said some activities could be done in parallel to help make up lost time. Mr. Funghi said regarding the merchants, the project team was doing everything possible to mitigate the impact to the communities. He said that unfortunately some of the work had to be done at night or on a 24-hour basis but they were committed to not perform any noise-producing activities on Sundays and that fortunately much of the work was being done underground. He said they had been working closely with the Chinatown Community Development Center to understand the community's needs and noted that much of the work involving surface streets impacts at the Chinatown station was completed. Chair Peskin commented that he was particularly worried about businesses that had been behind construction fencing on Stockton Street, and whether there were ways to support local, family-owned shops.

Luis Zurinaga, Project Management Oversight Consultant at the Transportation Authority, stated that he was looking forward to participating in a schedule workshop with the FTA officials, and he hoped they would be able to come up with plan to reduce the schedule delay, or at the least prevent it from increasing. Chair Peskin commented that it could be useful to have another update on the project delay at the next Board meeting.

Commissioner Yee asked what were some of the main causes for the Chinatown station to be delayed compared to the other two stations. Mr. Funghi replied that the other two stations were being constructed in a more conventional manner but with more surface street disruption. He said in order to be supportive of merchants the SFMTA had decided during the environmental review process to use a unique construction approach for the Chinatown station called the new sequential excavation method. He said the main benefit of this approach was to minimize surface street impact as they were able to construct the large cavern station without shutting down nearby streets or sidewalks, but that the downside was that it was very labor intensive and was known to have a longer than anticipated production rate schedule.

There was no public comment.

### **Consent Agenda**

5. **Approve the Minutes of the July 11, 2017 Meeting – ACTION**
6. **[Final Approval] Approve \$255,000 in Fiscal Year 2017/18 Transportation Fund for Clean Air Funds for the San Francisco Municipal Transportation Agency's Bike Share Phase 4 Expansion Project – ACTION**
7. **[Final Approval] Reappoint Peter Sachs to the Citizens Advisory Committee – ACTION**
8. **[Final Approval] Allocate \$5,440,926 in Prop K Sales Tax Funds for Two Requests, with Conditions, and Appropriation of \$100,000 in Prop K Funds for One Request – ACTION**
9. **[Final Approval] Approve a Portion of San Francisco's One Bay Area Grant Cycle 2 Program of Projects – ACTION**

Commissioner Tang moved to sever Item 9 from the Consent Agenda, seconded by Commissioner Safai.

Commissioner Tang commented that regarding the funding for Safe Routes to School (SR2S), she understood that part of it must be set-aside for non-infrastructure projects but questioned whether they should continue to fund encouragement activities for people to walk and bike school. She said feedback from District 4 community members was for more staffing or traffic analysis to make picking up and dropping off more safe and efficient, more enforcement of double parking around schools, and more crossing guards. She said the requested funding would continue the program for two more years but questioned what other activities the funds dedicated to non-infrastructure could go to, and whether that included enforcement.

Chair Peskin noted that there seemed to be consensus on the Board for the need for more crossing guards but asked staff to address what other activities could be funded.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, stated that regarding the funding for non-infrastructure projects, \$1.8 million was set-aside for SR2S but that the Board could direct that funding towards SR2S infrastructure projects. She said regarding enforcement and crossing guards, those were ineligible expenses for federal funding and noted that it was difficult to fund other enforcement activities with the funding. She said this was one of the reasons the SFMTA had its own crossing guard program and why the funding was currently proposed for education and encouragement activities.

Commissioner Tang commented that the statistics in the report showed that SR2S was not showing a significant improvement in increasing walking or biking and asked what other activities the funds could be applied to if not crossing guards or other forms of enforcement.

Anna LaForte, Deputy Director for Policy and Programming, stated that it was possible to fund walking audits, where students, parents, principals and agency staff walked around a school and identify concerns and potential improvements. She said at the very least these audits get some ideas on paper, whether operational, enforcement and/or capital improvements that could potentially inform future projects.

Commissioner Tang commented that she would prefer to fund walking audits of the schools instead if it helped setup future infrastructure improvements that would make the schools safer.

Commissioner Yee commented that he also had questions about the effectiveness of the SR2S program. He noted that he had started a program in District 7 to have students be crossing guards which promoted safety and also created awareness among students. He said the program started with a few schools in District 7 but had increased to approximately 20 schools in several districts and suggested that the Transportation Authority and SFMTA meet with the San Francisco Unified School District (SFUSD) to see if the program could be expanded. He said a companion piece to that program was the streetscape improvement projects that needed ongoing support to make sure people are driving safely around schools.

Ms. Crabbe commented that given the interest in the item, at the next Board meeting in September staff would have SFMTA, SFUSD, and Department of Public Health (DPH) attend to provide a larger discussion.

Commissioner Safai commented that District 11 had some of the highest concentrations of students and they had seen the effectiveness of the SR2S program through increases in the number of students walking to school. He agreed with Commissioner Tang that dropping off and picking

up and double parking were also significant issues and he would support addressing those issues. He said he recently met with SFMTA Director Reiskin and asked whether the funds could be used to enhance yellow cross walks to make them safer such as adding lighting or other infrastructure pieces. He said the funding should also target middle school students as that was the age where many students walked to school for the first time and could benefit from safety education.

Ana Valizdic, Program Manager at the Department of Public Health, stated that there were other program elements not listed in the scope such as an orientation for 5<sup>th</sup> graders to show them their new school which involves a transportation element where Muni brings a bus to show them how to use Clipper Card and practice riding a bus. She added that, unfortunately, this orientation happens at several schools on the same day and Muni is only able to provide a limited amount of buses. She said another program element not listed was supporting the police department to do traffic enforcement around schools, particularly at high-injury corridors.

Ms. Crabbe clarified that enhancements to crosswalks would be an eligible use of OBAG funds.

Commissioner Safai asked how much of the \$43 million in OBAG funds were proposed for non-infrastructure projects. Ms. Crabbe replied that the SR2S project for \$2.8 million for two years was the only non-infrastructure project proposed.

Commissioner Fewer commented that several neighborhoods in District 1 had repeatedly requested crossing guards for dangerous intersections. She commended Commissioner Yee for expanding the student crossing guard program to District 1 and noted that many elementary schools employed the Drop, Stop and Roll program which alleviated the majority of double parking as it setup designated drop-off and pick-up areas and parents felt it made students safer. She said however that the SFUSD school assignment system created problems in that many people had to drive to school. She said the school system should give preference to neighborhood schools and would like the Board to encourage SFUSD to evaluate how the school assignment system affects the walkability of schools and safety of students traveling to and from school.

Commissioner Tang commented that she would like the request to come back in September with a larger package of ideas on what the funding could be spent on. She said she understood the restrictions tied to the funding and that this was not the only source of funding for the SR2S program or pedestrian safety, but she would like to see greater outcomes from the funding.

Commissioner Sheehy thanked Commissioner Fewer for suggesting the Board evaluate the school assignment system and said it was one of the largest barriers to schools getting to school safely and efficiently. He said students should be able to walk to school and form relationships with students in their neighborhoods. Regarding the Muni bus orientation, he said there needed to be more a sophisticated strategy to make parents feel safer for their students to ride Muni to and from school, such as clustering students on certain buses along a route. He said the city was spending a lot of funds on education people but was not getting to the root causes of the issue that deterred students from traveling on mass transit or walking or bicycling.

Commissioner Tang moved to sever the San Francisco Safe Routes to School Non-Infrastructure Project to be considered separately, seconded by Commissioner Farrell.

Commissioner Tang moved to approve the remaining projects in Item 9, seconded by Commissioner Cohen.

10. [Final Approval] Adopt the Revised Guiding Principles for Emerging Mobility Services & Technologies – ACTION
11. [Final Approval] Approve the Revised Debt, Fiscal, Investment, Procurement and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION
12. [Final Approval] Execute Amendment No. 1 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$100,000, to a Total Amount Not to Exceed \$600,000, and Extend the Agreement through June 30, 2018 – ACTION
13. [Final Approval] Approve a Four-Year Professional Services Contract with WSP USA, Inc. for Construction Management Services for the Yerba Buena Island Westside Bridges Project in an Amount Not to Exceed \$5,500,000, and a Two-Year Professional Services Contract with S&C Engineers, Inc. for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvements Project in an Amount Not to Exceed \$3,000,000 – ACTION
14. [Final Approval] Approve a Professional Services Contract for Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc. for a One-Year Period in an Amount Not to Exceed \$100,000, with an Option to Extend for Two Additional One-Year Periods – ACTION
15. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2017 – INFORMATION

There was no public comment.

Commissioner Safai moved to approve Items 5-8 and 10-16 of the Consent Agenda, seconded by Commissioner Ronen.

Items 5-8 and 10-16 of the Consent Agenda were approved without objection by the following vote:

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

**End of Consent Agenda**

**16. Vision Zero Ramp Intersection Study Phase 1 Update – INFORMATION**

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

Commissioner Kim said it was great to see some of the outcomes of Phase 1 and what the Neighborhood Transportation Improvement Program (NTIP) funding had brought forward and noted that the study would become more important as additional residential and office communities were built along the freeways. She said that the Bessie Carmichael school was located near Harrison Street so it was very important to make the street safer for pedestrians and cyclists and that she was looking forward to upcoming community meetings to hear feedback. She said her office had launched a campaign several years prior to end “blocking the box” and that they had worked with the SFMTA to pilot having parking control officers enforce that but the results had not shown a reduction in that behavior in the South of Market Area (SOMA). She said her office frequently heard complaints about aggressive driving behavior and questioned what else



could be done beyond ticketing and enforcement to change behavior and make streets safer. She added that these were high-injury corridors which continued to add new residents and asked if this effort could be included in Phase 2 of the study. Mr. Dentel-Post replied that Phase 2 could look at that, and noted that one of the recommendations included in Phase 1 was to install advanced stop bars to clearly show drivers where to stop. He said it wouldn't necessarily change bad driving behavior however which necessitated coordination with enforcement and education efforts.

Commissioner Kim said that Vision Zero was often lumped into engineering, enforcement and education efforts but emphasized that enforcement was necessary to help change the driving culture. She said that initially the NTIP grant focused on the Youth and Family Zone to ensure students and families could travel to school safely but that at a recent District 6 Vision Zero meeting they had received a lot of questions from South Beach and Rincon Hill residents about addressing the safety of the ramps at First and Essex Streets. She asked if other studies or plans were in progress that would consider those ramps. Mr. Dentel-Post replied that Phase 2 of the study would include 10 intersections over a large range that could be from the San Francisco-Oakland Bay Bridge to the Central Freeway and possibly the I-280 ramps as well. He noted that there were other studies and plans in various stages so Phase 2 would avoid intersections where there were already planning efforts but that it would be analyzing a wider range of intersections.

Commissioner Kim noted that improvements on Second Street would be happening soon and that the SFMTA was also conducting a better 6<sup>th</sup> Street study which could include the I-280 ramps. She said she wanted to make sure the studies included ramps further south, particularly along 5<sup>th</sup> Street, and that the work was coordinated with other agencies involved in Central SOMA and Vision Zero. Mr. Dentel-Post replied that the SFMTA was working on the 5<sup>th</sup> and 8<sup>th</sup> Street corridors and that the recommendations for individual intersections in Phase 2 would be coordinated with that work.

There was no public comment.

## **Other Items**

### **17. Introduction of New Items – INFORMATION**

There were no new items introduced.

### **18. Public Comment**

During public comment, Andrew Yip spoke about public service.

### **19. Adjournment**

The meeting was adjourned at 11:40 a.m.