



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 28, 2017

1. Roll Call

Chair Peskin called the meeting to order at 11:06 a.m.

Present at Roll Call: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (9)

Absent at Roll Call: Commissioners Farrell (entered during Item 3) and Tang (entered during Item 11) (2)

2. Chair's Report – INFORMATION

Chair Peskin reported that he recently joined Commissioners Cohen, Ronen and Safai at the unveiling of a project that sums up the importance of community planning and funding allocated by the Transportation Authority. He said the ribbon-cutting ceremony was for a one-mile stretch of pedestrian and bicycle improvements on Mansell Street that the community had been working on for seven years. He noted it was a first-of-its-kind project in the city and was truly an inter-agency collaborative effort, led by the Recreation and Park Department with support from the Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), and Public Works, in addition to strong community participation by McLaren Park Collaborative, Walk SF and the San Francisco Bicycle Coalition. He said the \$6.8 million Vision Zero safety & streetscaping project reconfigured two fast-moving lanes into a protected bike and pedestrian pathway with sidewalk extensions, and was the last in a series of improvements to the recreational open space in McLaren Park. He said the Transportation Authority provided 80% of the funds with Prop K sales tax, Prop AA vehicle registration fees and federal One Bay Area Grant funds. He acknowledged the former Board Chair and District 11 Supervisor John Avalos for his tireless work with the community and Commissioners Campos and Cohen to fully realize the project. He added that the Mansell project showed that the city could move bold infrastructure projects when there was a robust and engaged community planning process coupled with smart local investments, and that he looked forward to helping to fund similar projects in all the districts. He said that his staff would be following up with individual offices to identify district project and priorities and would like to ensure that the Transportation Authority is responsive to the diversity of infrastructure and programming needs in every district.

Chair Peskin announced the addition of a full pedestrian scramble at the dangerous intersection of Kearny and Clay Streets in Chinatown, where a senior resident was killed in 2015. He said that a broad coalition of stakeholders spent years identifying the need for pedestrian scramble signals in the dense pedestrian-rich neighborhood of Chinatown and that the SFMTA agreed to the full installation which was finished the week prior. He thanked Tom Maguire and the entire engineering team at the SFMTA for their quick work to implement this Vision Zero improvement. Chair

Peskin also announced the makeup of the Vision Zero Committee. He said he was appointing Commissioner Yee as Chair of the Committee, given his strong record of Vision Zero advocacy and policy work. He said that Commissioner Safai would serve as Vice Chair, and that he would be the third member of the body, which would continue to meet on an ad hoc basis. He added that the Board would be hearing Commissioner Yee's resolution on Automated Speed Enforcement (ASE) at the next Board meeting, and that he was excited to see the Board push the State Legislature to do more to save lives locally.

Chair Peskin said that during his second term of office back in 2007 he was the lead sponsor for what became Proposition A, the charter amendment which increased funding for the SFMTA through parking enforcement. He said he continued to believe that transportation was one of the most important public assets that local government could sustain and invest in. He said it was time for the city to renew its conversations around sustainable progressive revenue, and that he was excited to co-chair the city's Transportation Task Force 2045, which would begin meeting next month. He thanked Commissioner Breed for helping to get the conversation started as well as the community stakeholders that had already stepped up to offer feedback on what had and had not worked in the past. He said it would be an inclusive, transparent and collaborative effort with a singular focus, which was to identify a winning, sustainable and progressive revenue source that would fund long-term streets and transit infrastructure operations and upgrades. He added that he was delighted to see so much energy already around the process, and that would like to set aside time at upcoming Board meetings to keep Commissioners apprised of the progress

Chair Peskin said that there was an article in the San Francisco Chronicle a few weeks prior detailing Transportation Secretary Chao's decision to halt funds for the Caltrain Electrification project, at least until the Federal Transit Administration could develop and deliver its Fiscal Year 2017/18 Budget to Congress. He said this was frustrating news and that he had asked Caltrain to provide an update on the Electrification Project update at the next Board meeting. He said the city would continue to work in partnership with the region and state to advance the project so that we could have cleaner, quieter, faster and more frequent Caltrain service and eventually bring Caltrain and High-Speed Rail trains into the heart of San Francisco. He said that he was glad the Board shared his commitment to making strategic long-term investments and ensuring that the Transportation Authority also fulfilled its fiduciary responsibility to the city's residents with strong fiscal oversight.

Chair Peskin said that the day prior Caltrain announced its intent to extend its electrification contracts for four months, using its project budget contingency in an effort to keep the project alive. He said the Board would receive a full status update from staff at the next Board meeting and the Transbay Joint Powers Authority's next phase of design work for the Downtown Rail Extension (DTX) project. He said he asked for information on both projects' budgets and oversight and welcomed every Commissioner's input as to what they would like to see in those presentations. He said additionally there would be a presentation from the Planning Department on their Railyard Alternatives and I-280 Boulevard Feasibility Study which was examining alternative ways to tunnel the DTX below 16th Street in Mission Bay. He noted that he asked for the presentation to focus on the evaluation framework and criteria for choosing a locally-preferred alignment. Lastly, he said that he would be attending the Planning Department's walking tour of the project site later in the week and urged the Board to take up that opportunity.

Finally, he thanked the Board for its strong discussion around engagement at the previous meeting. He said the feedback was helpful and that later in the meeting the Board would consider revisions to the agency's Administrative Code and Rules of Order, which hopefully reflected the desire of

the Board to be more collaborative and engaged on the full range of issues that impact all the districts, as well as citywide, regionally and beyond.

There was no public comment.

Commissioner Yee commented that the resolution he introduced on ASE would be heard at the Board of Supervisors Land Use Committee on March 13.

3. Executive Director's Report – INFORMATION

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

Commissioner Breed asked for clarification regarding the Lombard Study and whether there would be recommendations to consider for approval at the next Board meeting. Director Chang replied that the study would be considered for information or action at the next Board meeting, or could be considered for action the following month. Commissioner Breed asked what specifically the action would be at the meeting. Director Chang replied that it would be to approve the planning study, including the recommendations. Commissioner Breed asked what the study's recommendations were. Director Chang replied that they included improvements to pedestrian circulation and the loading and offloading of passengers, as well as a reservation and pricing system to manage the vehicular traffic, which consisted of 16,000 visitors who traveled by car to the site per day.

Commissioner Breed noted that the study had just been released and that she had concerns about charging people to travel down a street. She recognized that it was a major tourist attraction but that it was important not to expect the Board to take an action on the study when there was more discussion and outreach that needed to take place so that people would be aware of the impacts of a reservation and pricing system. She added the Board needed a clear understanding of how the system was going to help the situation and lead to significant change. Director Chang replied that there would be a thorough update at the next Board meeting.

There was no public comment.

4. Approve the Minutes of the January 24, 2017 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

Items from the Finance Committee

5. Adopt Positions on State Legislation – ACTION

During public comment, Eileen Boken, District 4 resident, urged the Board to sever Senate Bill (SB) 35 and Assembly Bill (AB) 342. She said there were a number of issues with SB 36 related to removal of local barriers to housing creation, and that for AB 342 she had testified at the Finance Committee regarding a community proposed amendment which would add automatic photo enforcement cameras on SFMTA transit vehicles to enforce moving violations, such as unsafe passing of a transit vehicle. She said that community representatives had recently met with Assemblymember Chiu and Ting's staff regarding the proposed amendment, and that the bill would first be heard at the Assembly Transportation Commission. She urged the Board and the

Board of Supervisors to support AB 342 as currently drafted as well as the proposed amendment, and also urged the Transportation Authority to identify it as a legislative priority with its State Legislative Advocate.

Chair Peskin commented that the staff recommendation for both SB 35 and AB 342 was to watch the bills as they were both new proposals, but as they evolved the Board would consider the suggestions.

Commissioner Kim expressed her support for AB 342 and that she looked forward to the Board having a discussion on it. She said the Vision Zero Committee had been talking about the legislation for several years and had advocated for one of the city's delegation members to sponsor legislation for speed enforcement cameras. She said based on the results of other cities around the world, ASE was the most important tool in reducing speeds and therefore achieving Vision Zero in any major city. She said the bill was incredibly important if the city was to achieve Vision Zero but she understood that members of the Board wanted more time to consider the legislation as its moved forward.

Chair Peskin commented that he believed the Board would get to a position of support for AB 342 as it moved through the Transportation Authority Board and Board of Supervisors.

Commissioner Yee commented that the Finance Committee had severed the bill to allow more time to understand it, but that he would have a hearing at the Land Use Committee to give people the opportunity to listen to members of the community who were supportive of it. He noted that Mayor Lee also supported the bill and had attended the press conference to introduce the legislation.

The item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

6. **Approve an Eligible List for On-Call Project Management Oversight and General Engineering Services, Authorize the Executive Director to Execute Contracts to Shortlisted Consultants for a Three-Year Period with an Option to Extend for Two Additional One-Year Periods in a Combined Total Amount Not to Exceed \$6,000,000, and Authorize the Executive Director to Negotiate Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

7. **Authorize Borrowing up to \$46,335,835, to a Total Amount Not to Exceed \$140,000,000 from the Revolving Credit Agreement with State Street Public Lending Corporation – ACTION**

Chair Peskin stated that the item had been heard by the Finance Committee but asked if staff could provide a brief overview. Cynthia Fong, Deputy Director for Finance and Administration,

stated that it was an approval to draw down an additional \$46 million from the current \$140 million Revolver Credit Agreement. She said it was basically a commercial loan with a bank, in this case State Street Bank, and was a tool the Transportation Authority had used over the past few years to replace the Commercial Paper Program that was initiated in Fiscal Year 2005/06. She said the action was to draw down additional funds for new projects, which included motor-coach procurements, Radio Replacement, Central Control and Communications Center, trolley-coach procurements, and light-rail vehicle procurements.

During public comment, Eileen Boken, District 4 resident, urged the Board to continue the item, as she believed additional time was needed for the Transportation Authority to consult with the Office of Public Finance to revise and possibly develop a comprehensive financing plan in light of the significant changes at the federal level which would potentially have an impact on the agency's grants. She said there were also significant changes at the state level, as transportation funding would be allocated to repair damage from winter storms.

Jackie Sachs, member of the Citizens Advisory Committee (CAC), commented that the item was approved at the CAC's February 22 meeting.

The item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

Items from the Plans and Programs Committee

8. Allocate \$4,456,324 in Prop K Funds and \$2,540,359 in Prop AA Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chair Peskin asked why the strategic plan needed to be amended for the Brannon Street pavement renovation project. Anna LaForte, Deputy Director for Policy and Programming, replied that funds were deobligated from previously completed projects so they were not currently assigned to a project. She said with the Prop AA program, there was only the strategic plan [and not stand alone five-year program of projects], so any programming action was actually to amend the strategic plan for the Prop AA program.

Chair Peskin said regarding the future commitment to allocate \$320,000, he did not believe the Board could pre-commit itself to a future action, and requested language to represent the intent to commit the funds. Ms. LaForte said staff had drafted language to recognize the intention of the district supervisors, which for this project was to utilize future Neighborhood Transportation Improvement Program funds for the future construction phase of the project. She proposed amending the resolution in three locations with language reflecting that the Board expresses its intent to make a future allocation.

Commissioner Cohen moved to amend the item to as proposed by staff, seconded by Commissioner Yee.

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

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

Absent: Commissioner Tang (1)

The amended item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

9. Adopt the Fiscal Year 2017/18 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

10. Adopt the One Bay Area Grant Program Cycle 2 San Francisco Call for Projects Framework – ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Tang (1)

Items for Direct Board Consideration

Chair Peskin called Items 11 and 12 together

11. Approve the Revised Administrative Code – ACTION

12. Approve the Revised Rules of Order – ACTION

Chair Peskin commented that the proposed revisions to the Administrative Code and Rules of Order would eliminate the Finance Committee and Plans and Programs Committee so the Board could meet twice a month. He said that similar to the Board of Supervisors process, public comment would be taken at the first Board meeting of the month while action would be taken at the second Board meeting. He noted that there was a provision for an item to be taken as action at the first Board meeting when necessary. He proposed two changes to the items, the first to eliminate Section 3(a) from the Administrative Code since it was an outdated provision that allowed members of the Board to have another local elected official serve as an alternate, though it had never been used. He said the second change was to Rule 1.9 of the Rules of Order, as occasionally the Committee Room would not be available for meetings.

Commissioner Breed asked for clarification on whether this would alter the meeting schedule for the rest of the year. Director Chang replied that staff would seek to minimize the change to the schedule and would utilize the time slot of one of the Committee meetings.

Commissioner Breed asked if Board meetings would be held when there was no Board of Supervisors' meeting scheduled. Director Chang replied that staff would try and avoid that.

Commissioner Breed said that with more presentations the meetings would run longer than usual and asked how that would affect preparation for the Board of Supervisors meetings.

Chair Peskin stated that if the meetings started at 10:00 a.m. that should leave enough time for preparation.

Commissioner Breed noted that a lot of Board of Supervisors' legislation was introduced on Tuesdays and that there could potentially be conflicts. She asked if public comment would be taken on every agenda item.

Chair Peskin said that similar to the Board of Supervisors' committee system, if public comment was heard on an item at the first Board meeting it was not necessary at the second Board meeting unless substantial changes were made to the item.

Commissioner Breed said that appointments to the Citizens Advisory Committee sometimes included a long list of speakers and asked if it would be possible to have a committee specifically for appointments.

Chair Peskin said that if the length of time for appointments became an issue a committee could be considered.

Commissioner Yee asked if the intent was to have public comment on only new items, and whether there would be no new items at the second Board meeting of the month.

Chair Peskin stated that public comment would be taken on an item's first appearance before the Board, but presumably most items at the second Board meeting would not need public comment.

During public comment, Eileen Boken stated that she supported these items as a consolidated meeting schedule was helpful for members of the public who were not at City Hall frequently. She said she also supported the amendment to the Administrative Code, as alternates should not be able to take action on items.

Jackie Sachs, CAC member, asked how the revised schedule would affect items that are considered by the CAC. Chair Peskin said the system would work exactly as it works now, with items going to CAC before coming to Board.

Commissioner Breed moved to amend Item 11 to remove Section 3(a) from the Administrative Code, seconded by Commissioner Fewer.

The amendment to Item 11 was approved without objection by the following vote:

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

Commissioner Breed moved to amend Item 12 to clarify the definition of the Committee Room in Rule 1.9 of the Rules of Order, seconded by Commissioner Yee.

The amendment to Item 12 was approved without objection by the following vote:

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

The amended items were approved without objection by the following vote:

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

Commissioner Safai asked if the Board should amend the items to have a hard stop time when the Board of Supervisors would be meeting later in the day. Chair Peskin replied that in the event a meeting would go longer than expected, he would recess the meeting and continue the remaining

items to the next regularly scheduled meeting.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Ed Mason stated that as the Congestion Management Agency for San Francisco, he wanted to provide his February 2017 observational report for the private commuter bus system. He said he had 19 observation periods ranging from a half hour to a full hour and had submitted 78 complaints of plain sight violations. He said 17 of the violations were for Muni delays due to a bus blocking street-level boarding, 14 were for no California license plates, 28 were for no SFMTA-issued decals, 5 were for not having the necessary 4 decals, 8 were for staging and not actively boarding, 2 were for excessive engine idling, 12 were for congestion, and 1 was for a stalled bus with an oil plume at Castro and 14th Streets. He said there was also one minor traffic incident that congested 24th and Church Streets for over 15 minutes and had buses backed up for two blocks.

Chair Peskin commented that he hoped the SFMTA was listening and that its commuters shuttle program was addressing these issues.

Andrew Yip commented about leadership culture.

Jackie Sachs commented that she was involved in the Late Night Working Group since September 2016 and asked the Board to look at the 2002 Muni schedule when there was good bus service. She said that in December 2009 bus service was reduced which left seniors, the disabled, and people who work at hotels and restaurants with limited options.

15. Adjournment

The meeting was adjourned at 12:08 p.m.