



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 25, 2018 (Revised)

### 1. Roll Call

Chair Peskin called the meeting to order at 10:07 a.m.

**Present at Roll Call:** Commissioners Brown, Cohen, Mandelman, Peskin, Stefani and Tang (6)

**Absent at Roll Call:** Commissioners Kim (Entered during Item 3), Ronen (entered during Item 3), Safai (entered during Item 9), Fewer and Yee (5)

### 2. Chair's Report – INFORMATION

Chair Peskin reported on the transit week kick-off in the city and the benefit of having public officials see firsthand how public infrastructure affects the city's districts and transit riders directly. He said transit week would help officials improve resources like light rail vehicles, regional ferries, BART, and cable cars and allow visitors from all over the world to come and enjoy the city. Chair Peskin commented that with equitable, affordable, and reliable public transportation, we could have a world class city and urban center. He said it was important to continue to robustly invest in the city's transit system and its growth.

Chair Peskin also reported that last year both Mayor Lee and he convened the 50-person Transportation Task Force 2045 – charged with identifying transportation needs and solutions to ensure the next generation of transit and street improvements were available and funded. He said through the input of neighborhood leaders, businesses, and transportation advocates, they identified \$22 billion in unfunded infrastructure and transit needs over the next 27 years. He commented that one of the Task Force recommendations was to pursue a local tax on ride-hail trips to help in funding needs.

Chair Peskin reported that Governor Brown signed Assembly Bill 1184, a per-trip tax on Transportation Network Company (TNC) trips originating in San Francisco that was authored by Assemblymember Phil Ting, and supported by the city's Board of Supervisors as well as TNCs like Uber and Lyft. Chair Peskin thanked Assemblymember Ting and all the supporters of the tax initiative and said the city was preparing to put it before the voters in November of 2019. He further emphasized that pursuing a TNC tax did not mean that pursuit of congestion pricing would stop and that the Board would continue to pursue congestion pricing at a local and state level with more discussion to come.

Chair Peskin commented that he looked forward to collaborating with the Board to develop the TNC tax ordinance for voter consideration next fall. He said combined with other needed revenues such as the state gas tax, Regional Measure 3 bridge tolls, the city's Prop A transportation bond, and BART's Prop RR bond, the city could deliver things like Muni and BART station

improvements and expansion vehicles, bicycle and pedestrian safety improvements, road repair, and the Downtown Extension of Caltrain and High-Speed Rail.

Chair Peskin also reported on the Climate Action Summit events hosted by Governor Brown and Mayor Breed earlier in the month and the urgent need to boost the city's investment in clean transportation and green infrastructure. To help achieve climate goals, Chair Peskin noted the importance of protecting the Senate Bill 1 (SB1) gas tax initiative passed in Sacramento last year and defeating Prop 6 which would repeal SB1 funding. Chair Peskin stated that San Francisco receives \$60 million/year in formula funding from SB1 to increase transit service and to fix roads and bridges, and so far San Francisco has received \$550 million in competitive funding that could be used to expand Muni, BART, and Caltrain and add ferries across the Bay. Chair Peskin thanked his colleagues for opposing Prop 6 and urged neighborhood and community groups to learn about the measure.

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.

### **Consent Agenda**

- 4. Approve the Minutes of the ~~November 17~~September 11, 2018 Meeting – ACTION**
- 5. [Final Approval] Appoint Robert Gower and David Klein to the Citizens Advisory Committee – ACTION**
- 6. [Final Approval] Allocate \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – ACTION**
- 7. [Final Approval] Adopt the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center – ACTION**

There was no public comment.

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

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

Ayes: Commissioners Brown, Cohen, Kim, Peskin, Ronen, Mandelman, Stefani and Tang (8)

Absent: Commissioners Fewer, Safai and Yee (3)

### **End of Consent Agenda**

- 8. [Final Approval on First Appearance] Resolution of Appreciation to Michael Painter for his Outstanding Contributions to the Presidio Parkway Design – ACTION**

Commissioner Stefani presented the item.

Director Chang commended Michael Painter, whose vision for the replacement of Doyle Drive resulted in what is now known as the Presidio Parkway design. She spoke of the good fortune of celebrating its opening with Mr. Painter several years ago. She noted that the Painter family

extended their appreciation to the agency, though they could not attend the meeting, and that the Transportation Authority would be providing them with a certification of appreciation for Mr. Painter's contributions.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Ronen, Stefani and Tang (8)

Absent: Commissioners Fewer, Safai and Yee (3)

## 9. **Major Capital Project Update - Better Market Street – INFORMATION**

Cristina Calderón Olea, Program Manager at San Francisco Public Works, presented the item.

Commissioner Kim asked for clarification on the importance of the Better Market Street project in the city's transportation priorities given its large price tag.

Ms. Olea presented the Department of Public Health's (DPH) slide of collision statistics between 2005 and 2009, noting that Market Street still lights up as a very key corridor in the city's high injury network and that improving Market Street will help reach Vision Zero goals.

Commissioner Kim asked for further clarification on the types of collisions and how many collisions involved Muni.

Ms. Olea stated that multiple types of vehicles were involved in the collisions and that she could obtain the statistics, including how many collisions involved Muni vehicles.

Commissioner Kim noted if many collisions involved Muni vehicles, we should be looking at the type of training being provided to Muni operators. She then voiced her support for limiting private vehicles on Market Street given its importance as a transit corridor. She also requested a clearer breakdown of the project cost.

Ms. Olea stated that she would provide a clearer cost breakdown by the next update, including separating out state of good repair work from other scope elements.

Commissioner Kim asked for specifics on the expected timeline for the project, particularly for Phase 1, and if it was necessary for all the work to be completed at one time. She highlighted streetscape and paving for cyclists as critical needs.

Ms. Olea stated that all the work would be done at the same time but in different segments, and that underground infrastructure needed to be built before surface work could be done. She estimated that two years would be needed to construct improvements between 6<sup>th</sup> and 8<sup>th</sup> streets, starting in July of 2020.

Commissioner Kim asked about what resources were available to close the \$5 million-dollar funding gap for Phase 1.

Ms. Olea cited the San Francisco Municipal Transportation Agency's (SFMTA) general obligation bond and a federal BUILD grant that SFPW had applied for as potential sources to fill the funding gap for Phase 1 construction.

Commissioner Kim asked about federal transit dollars failing to be awarded to California and a possible regional bias.

Director Chang confirmed that it was true not only in California, but nationwide that federal transit dollars were being more slowly disbursed. However, she noted that the formula funds for state of good repair work were generally not impacted, but discretionary transit funding was coming in a bit slower. Director Chang added that the Central Subway project received all of its Federal New Starts Program funding and that the Transportation Authority would seek Federal New Start funding for the Better Market Street and Geary Corridor Bus Rapid Transit programs.

Commissioner Kim expressed concern about securing other state funding if Prop 6 passes in November and repeals the gas tax and other transportation funding [put into place by Senate Bill 1]. She asked what the back-up plan was.

Director Chang commented that San Francisco annually receives \$60 million in state funds from the gas tax and other Senate Bill 1 revenues and that if those revenues go away, there would be significant funding impacts to cities statewide. She noted that the city was intending to pursue the Transportation Network Companies (TNC) tax [on trips originating in San Francisco], but was hoping to use those to address other needs rather than backfilling the loss of state funds.

There was no public comment.

### **Other Items**

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

There were no new items introduced.

#### **11. Public Comment**

Roland Lebrun congratulated and thanked the Board for their unanimous approval of the Pennsylvania Avenue alignment. Mr. Lebrun commented on the unbuilt land on Second Street affecting the existing capacity of the train box for the downtown extension (DTX) project and referenced the potential condemnation of \$2 billion of San Francisco prime real estate, between Main Street and The Embarcadero. Mr. Lebrun recommended that the Board accelerate the hiring of the principal engineer for DTX and to consider issuing a Request for Proposals for the approach to the terminal from the East Bay, specifically starting at the Embarcadero seawall and heading towards the terminal.

#### **12. Adjournment**

The meeting was adjourned at 10:49. a.m.