



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 21, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Brown, Haney, Mandelman, Peskin, Ronen, Stefani and Walton (7)

Absent at Roll Call: Commissioners Fewer (entered during Item 2), Yee (entered during Item 3), Safai (entered during item 10), and Mar (4)

2. Chair's Report – INFORMATION

Chair Peskin reported that a Transportation Network Company (TNC) research paper written by the Transportation Authority's Joe Castiglione and his collaborators at the University of Kentucky was published in the prestigious journal Science Advances. He added that the data continued to inform the Board's planning and policy work and would help target where to direct revenues for traffic safety and transit improvements, should the voters pass the TNC congestion measure he planned to introduce with Mayor Breed for the November ballot.

Chair Peskin shared an article in the San Francisco Examiner that reported a California appeals court had affirmed a lower-court's ruling that Uber need to comply with San Francisco City Attorney's subpoena of Uber trip data in eight areas of trip and driver information. He said the court agreed with San Francisco that Uber needed to turn over data on topics ranging from illegal parking, disabled access and driver infractions, to driver pay and the extent of excessive driving. He added that Lyft had agreed to comply with the subpoena of their data last year. Chair Paskin said while TNCs provided data to the California Public Utilities Commission (CPUC) on a regular basis, it is unclear what the CPUC did with the data. He said reliable data was extremely important as the information helped the city effectively manage traffic, potential collision points and equitable access for riders.

Chair Peskin said he appreciated the City Attorney's Office for its leadership in seeking the data, Transportation Authority staff for supporting the work, and the courts for upholding cities' right to subpoena this information. He said it was beyond time for the state to update outdated regulations and ensure that cities and the public could keep its streets safe and manage congestion.

Chair Peskin reported that in collaboration with Supervisor Walton he planned to introduce a resolution about Caltrain governance at a Board of Supervisors meeting later that afternoon and stated that he wanted to mention it for members of the public who were following the Caltrain Business Plan work. He added that the resolution recognized the importance of Caltrain to the growing region, for meeting ridership demand, reducing congestion and emissions in the U.S. Highway 101 freeway corridor, and supporting blended Caltrain/High Speed Rail plans including

the Caltrain rail extension into Transbay Transit Center. Chair Peskin stated it was important to establish the principle of an independent Caltrain agency with the capacity to undertake the expansion of the railroad, coordinate with High Speed Rail and all the local and regional stakeholders, and to manage its substantial assets. He said the Transportation Authority looked forward to collaborating with its partners in the region to consider all options over the coming months and into next year.

Commissioner Ronen thank Chair Peskin for his work on the TNC tax that he was introducing later that day at the Board of Supervisors meeting. She said it was brilliantly handled and asked to co-sponsor the bill.

Chair Peskin said he would love for all Commissioners to co-sponsor the bill with him and Mayor Breed.

Commissioner Ronen said Commissioner Fewer and her sent members of their staff to Washington, D.C. From April 27 to the 30th to participate in the People's Action Conference. The conference was a convening of over a thousand advocates from across the country that shared information and strategies to address pressing issues including climate change and transit justice. She said staff participated in round table discussions how communities were fighting back against private public transit and shared how local transit systems had begun to partner with ride-sharing companies to perform public functions. Commissioner Ronen added that staff participated in a direct action at Uber headquarters in DC demanding better working conditions and wages for Uber drivers as a global effort to bring visibility to the low paid ride share workers. She said she was glad staff was able to go and hear from legislatures and community advocates.

Commissioner Fewer said the trip was beneficial to both offices to connect with advocates and legislators working on policy issues in the nexus of transit, energy and environment. She said staff learned from legislators and community members about a green new deal to benefit public transit at the municipal level and learned about protections for industry workers. She added that staff made lasting connections with other legislators and policy workers to advance the critical issues at local and state level.

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 May 14, 2019 Meeting – ACTION**
- 5. [Final Approval] State and Federal Legislation Update – ACTION – ACTION**
- 6. [Final Approval] Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**
- 7. [Final Approval] Resolution of Support for Expediting Delivery of Vision Zero Safety Projects and Prioritizing Safety Over Traffic Flow and Parking when Designing for Street Improvements – ACTION**

There was no public comment.

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

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

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Mar and Safai (2)

End of Consent Agenda

8. **Authorize the Executive Director to Execute Agreements and Documents Required for Utilities and Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and Utility Agreements with Various Providers in an Amount Not to Exceed \$750,000, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority – ACTION**

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Commissioner Walton asked if there was a Treasure Island jobs program in place ahead of future construction work on the island.

Mr. Cordoba said staff had recently met with One Treasure Island and would work towards executing a jobs program. He noted that there were federal funding details that needed to be worked out to ensure the project complied with federal law.

Commissioner Walton asked if a list of the trades needed in the Treasure Island work program could be shared with the Board.

Mr. Cordoba replied in the affirmative.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Mar and Safai (2)

9. **Horizon and Plan Bay Area 2050 - Update – INFORMATION**

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee referred to the jobs and density map on page 103 of the Board meeting packet and noted that he did not see any transportation projects that would alleviate congestion in high density areas along the city's West and Southwest neighborhoods.

Ms. Beaulieu said the list of projects was still being developed but noted that Park Merced improvements were a commitment of the developer and would be updated to ensure it was accurately represented in the plan. She said that during the transformative projects phase, the Muni M-line Improvements project was submitted to the Metropolitan Transportation Commission last year. She added that within the programmatic categories, staff anticipated minor transit improvements that would improve capacity and reliability across the city.

Commissioner Yee asked for details on the Muni M-line Improvements project.

Ms. Beaulieu said she did not have all of the project details but stated that the project submitted looked to increase capacity by placing the M-line underground.

Commissioner Yee stated that Park Merced's population would increase by 20,000 and San Francisco State University was increasing the capacity of its dormitories from 4,000 to 12,000 students. He said he was concerned that the city would not have the infrastructure to support the 30,000 or 40,000 more people in District 7.

Ms. Beaulieu said for Plan Bay Area 2050 they were trying to make sure there was space within the regional planning process to pursue the projects that were identified by the city's local planning including the ConnectSF item later on the Board agenda. She added that ConnectSF was looking at the maps where population and employment were going to be, to identify projects to accommodate the city's growth.

Commissioner Fewer asked if there was a plan to have underground capacity out to the west side of the city on the Geary corridor line.

Ms. Beaulieu said she believed that would be addressed in the ConnectSF planning process and that Plan Bay Area 2050 was making sure there was enough funding identified to advance the next stages of development for the city's future priorities for rail.

Commissioner Fewer said she wanted to make sure there was enough funding to include that particular study of undergrounding out to the west side of the city.

Director Chang said the region submitted a rail mega project that would connect a second transbay tube to a west side rail extension. She added that the region submitted the project with the support of city agencies.

There was no public comment.

10. ConnectSF Statement of Needs – INFORMATION

Camille Guiriba, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Other Items

11. Introduction of New Items – INFORMATION

There were no new items introduced.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 10:52 a.m.