



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 9, 2019

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Walton and Yee (9)

**Absent at Roll Call:** Commissioners Safai (entered during Item 2) and Stefani (2)

**Commissioner Mandelman moved to excuse Commissioner Stefani, seconded by Commissioner Brown. Commissioner Stefani was excused without objection**

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended approval for Items 5 and 6 of the agenda. With respect to the Better Market Street project, the CAC voiced concern about the current design of BART ventilation grates and bicyclists getting their tires caught. He said Better Market Street project staff noted that the proposed sidewalk level cycle track within the project would substantially remove that conflict. Mr. Larson reported that in response to a CAC question related to techniques being used to avoid delays experienced on the Van Ness Bus Rapid Transit (BRT) project related to hidden or unknown utilities, project staff noted that when BART stations were constructed in the 70's, utilities were identified and moved, but areas between the stations could still have abandoned lines and utilities that need to be relocated. Project staff was using slot trenching and ground penetrating radar to identify early on what could be addressed beneath the surface.

Mr. Larson reported that the CAC recommended approval for Item 7 on the agenda but noted that they had previously voted to not recommend approval of the BART Powell Street Modernization project due to concerns over the percentage that the project cost devoted to construction management. The CAC recommended a motion of support for Item 11 on the agenda and stressed the importance of addressing equity at both local and regional levels. Mr. Larson stated that Transportation Authority staff remarked that San Francisco included equity as one of its Plan Bay Area goals. In regard to a CAC question pertaining to previous Plan Bay Area goals, Transportation Authority staff said that the plan had evolved from focusing on highways and development of outer regions of the Bay Area to being more attentive to regional transit and building density in currently developed areas. Mr. Larson reported that a member of the public requested that the plan include regional bus solutions to replace commuter shuttles and ways to increase contributions from the private sector to support growth.

There was no public comment.

**3. Approve the Minutes of the June 25, 2019 Meeting – ACTION**

There was no public comment.

Commissioner Yee moved to approve the minutes, seconded by Commissioner Mandelman.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**4. [Final Approval on First Appearance] State and Federal Legislation Update – INFORMATION/ACTION**

Mark Watts, State Legislative Advocate, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**Chair Peskin called Items 5 and 6 together.**

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

**6. Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project – ACTION**

Aprile Smith, Senior Transportation Planner, and Cristina Calderon Olea, Project Manager for the Better Market Street project at San Francisco Public Works (SFPW), presented the items.

Commissioner Yee asked if construction on the John Yehall Chin Project was set to begin October 2019.

Marcia Camacho, Project Manager at SFPW, said the agency was hoping to break ground in September 2019, with expected completion December 2020.

Commissioner Yee asked what kind of precautions or plans were being prepared to ensure school children crossed the streets safely during construction.

Ms. Camacho said there were curb extensions at the intersections, which shortened the traffic crossings for people.

Chair Peskin clarified that Commissioner Yee was asking what steps were being taken during construction to ensure ingress and egress in the safest manner. He asked if there would be traffic monitors or crossing guards to take school children across the street.

Ms. Camacho said that SFPW and the San Francisco Municipal Transportation Agency (SFMTA) developed a complete traffic routing package to figure out lane closures and provide access and

safety for pedestrians. She said she would provide the traffic routing package listing how access and safety would be provided to pedestrians.

Chair Peskin requested that the traffic routing package also be sent to him.

Anna LaForte, Deputy Director for Policy and Programming, said Transportation Authority staff would also be happy to provide the requested information on traffic mitigation. She mentioned that the Prop K funds could not be spent on the project until the Metropolitan Transportation Commission (MTC) approved the fund exchange. She added that MTC was anticipated to consider the item in September. She said that she would follow up with SFPW staff to provide a more refined construction schedule that reflects the MTC Commission's approval date.

Commissioner Fewer asked where the second phase of the Geary Bus Rapid Transit (BRT) project was in line with the funding for the Better Market Street project. She stated that the Board made a commitment to the second phase of Geary BRT prior to the Better Market Street project and wanted to ensure that the Better Market Street project was not interfering with any of the funding that could be directed towards the Geary BRT project.

Director Chang stated that both projects were of high priority to the city, with the Geary BRT project having \$30 million in Prop K programmed in the current five-year plan. She added that after SFMTA completed the conceptual engineering phase, project staff would seek funds from the Federal Transit Administration (FTA) for small starts. She said SFMTA would seek FTA Core Capacity funds for Better Market Street and that that project was currently in its initial phase. Director Chang acknowledged Commissioner Fewer's concerns and said she would pass them along to SFMTA to ensure the Geary BRT design phase was completed in a timely fashion.

Commissioner Fewer asked why funds were not being concentrated solely on one project and reiterated that the Geary BRT project was approved by the Board prior to the approval of the Better Market Street project. She said that it seemed like the Better Market Street project was advancing beyond the second phase of the Geary BRT project.

Director Chang clarified that the first phase of the Geary BRT was under construction, while the proposed first phase of the Better Market Street project was the first three block segment that was discussed as part of the staff presentation. She added that the second phase of the Geary BRT project was another \$300 million portion of the project that was under design and seeking federal funds. She noted that the Geary BRT project was slightly ahead, but agreed that both projects were moving in tandem. Director Chang said there was a longer and more complicated design effort for the 2-mile stretch of the Geary BRT phase two segment in the outer Richmond, whereas the Better Market Street three block segment was a small portion of the entire corridor, which would take many years to fully complete.

Commissioner Fewer expressed concern that projects were being started without securing full funding and felt the Better Market Street project would garner more attention because it was in the center of the city's downtown area. She said she did not want the Geary BRT project to be delayed or for the Board to forget its commitment to the west side of the city.

Director Chang noted Commissioner Fewer's concerns.

Commissioner Haney asked when the turn restrictions on Market Street would go into effect.

Ms. Olea said the turn restrictions would go into effect in early 2020 depending on when National Environmental Policy Act (NEPA) clearance was secured. She added that SFMTA would be ready to submit all work orders to install the signs and the striping changes.

Commissioner Haney asked why there was a six month wait to implement near term improvements.

Ms. Olea said that the six month wait was part of the environmental impact report for the California Environmental Quality Act (CEQA). She noted that CEQA, NEPA and project approvals from the director of SFPW and the SFMTA Board were needed in order to implement any of the Better Market Street project improvements.

Commissioner Haney asked if there would be other short-term improvements before 2020.

Ms. Olea replied in the affirmative and said there was a bikeway pilot on Market Street between Franklin and Gough streets. Ms. Olea said there were also a couple of locations where painted safety zones would be added because of the turn restrictions that were being implemented.

Commissioner Haney asked if Ms. Olea could further explain the phase one changes that would take place in summer 2020 along 5th and 8th streets.

Ms. Olea replied that it would be the complete project redesign from building face to building face with new accessible sidewalks and street furniture, including trees and the path of gold in the furnishing zone. She said the delineation between the pedestrian area and the bikeway would be developed and a new sidewalk level bikeway from Stuart to Octavia would be added, which would be approximately 8 feet wide. Ms. Olea said a small 4 foot buffer between the bikeway and the roadway would be created and the roadway would have new asphalt, track way and overhead lines.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition spoke in strong support for both items and asserted that the Better Market Street project was the most important capital project in San Francisco for the safety of people walking or biking. He highlighted that Market Street was on the high injury network and one of the top three most dangerous corridors for people walking or biking in San Francisco.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**7. Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – ACTION**

Anna LaForte, Deputy Director of Policy and Programming, presented the item per the staff memorandum.

Commissioner Brown asked if Vision Zero Quickbuild funds designated for the Taylor Street improvements could be used for another project, since the work on Taylor Street had been completed ahead of time.

Ms. LaForte replied in the affirmative.

Commissioner Brown asked if there had been any quick build projects identified in District 5.

Ms. LaForte said she did not believe a location in District 5 had been identified yet, but said one could be identified and funded either through a substitution effort, similar to the Taylor Street improvements, or through a portion of the project budget reserved for spot improvements.

Commissioner Brown requested additional clarification as to why District 5 did not have a project included in the Vision Zero quick build list.

Jaime Parks, Director of Livable Streets at the SFMTA, noted that the allocation had a line item for spot improvements which would provide improvements citywide across the high injury network, including day-lighting efforts, which had been requested by members of the Board. He stated that the initial list was put together in a short period of time and the projects selected were projects that were ready for improvements. He added that for future Vision Zero Quickbuild allocations, SFMTA would have more time to prepare and make sure there would be a wider distribution of projects.

Commissioner Brown stated that she was concerned because District 5 had suffered 5 pedestrian deaths in 2019, which accounted for 30% of all 2019 pedestrian fatalities. She requested that the funds originally budgeted for the Taylor Street improvements be redirected to support projects in District 5.

Mr. Parks said SFMTA staff would work with Commissioner Brown's office to identify quick build projects in District 5.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition expressed his support for the Prop K and Prop AA allocation requests and thanked the Board and SFMTA for the Vision Zero Quick-Build Program Implementation.

Jodie Medeiros, Executive Director at Walk San Francisco, thanked the Board for their commitment to Vision Zero but noted that the city had not been on the best path, with 10 pedestrian deaths already in 2019. She expressed support for the \$5 million allocation for quick build safety projects and said it would help speed implementation of spot improvements citywide.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (10)

Absent: Commissioner Stefani (1)

**8. Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report – ACTION**

Priyoti Ahmed, Transportation Planner, presented the item per the staff memorandum.

Commissioner Haney expressed his excitement towards the project and said he was happy that District 6 Neighborhood Transportation Improvement Program (NTIP) would be funding some of the recommendations. He asked what the immediate next steps were and how the near-term improvements would be prioritized.

Ms. Ahmed said that the near-term improvements that were low-cost and easy to implement in the next two years while the capital improvements would include more curb work and, in some cases, more involved approval processes. She said that was one way the project improvements were prioritized. Ms. Ahmed said that which intersections would go first would depend in part on what funding was available and what matched best with the cost estimates.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition spoke in strong support of the project and noted the importance to create safe paths

for students crossing freeway intersections.

Jodie Medeiros, Executive Director at Walk San Francisco, spoke in support of the study and noted that Walk SF was working with District 6 to ensure the implementation of the project.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Safai, Walton and Yee (9)

Absent: Commissioners Haney and Stefani (2)

**The meeting went into recess at 11:01 a.m. per the call of the Chair.**

**Chair Peskin reconvened the meeting at 11:35 a.m.**

**Chair Peskin called Item 9 after Item 10.**

**Vice-Chair Mandelman chaired Items 9 and 11-15 of the meeting.**

**9. Update on the Muni Service Equity Strategy – INFORMATION**

Prior to the start of the presentation, Chair Peskin commented that one public comment on the item was received by e-mail and had been forwarded to every Board Member.

Sean Kennedy, Acting Deputy Director, Operations Support, SFMTA Transit Division, presented the item.

Commissioner Fewer commented that she didn't see equity measures around language access and asked if the drivers themselves were bilingual and if any effort was made to staff the buses with bilingual drivers. She suggested that SFMTA staff could do a survey to learn whether or not bilingual bus drivers were needed.

Mr. Kennedy answered that they had not tried to do that but found it an interesting point and took note of the suggestion.

Commissioner Walton asked for clarification regarding the slide on accomplishments for the Bayview and Visitacion Valley areas that stated improvement of signal priority and transit safety and increased frequency of the T line, and how changes had been implemented.

Mr. Kennedy answered that they had implemented improvements on signal timing on 3rd Street and The Embarcadero. He also stated they were seeing travel time savings improvements on Embarcadero but not elsewhere because they also included pedestrian signal improvements on 3rd Street, which increased crossing time to improve pedestrian safety, but left less green time for transit. He added that they had increased frequency, added more 2-car vehicles, and banned left turns.

Commissioner Walton asked for clarification on accomplishments that stated increase of all-day frequency in the Oceanview, Ingleside, and Bayview areas with regards to the 29 and 44 bus lines. He also inquired about maps that detailed the increased service in the southeast sector of San Francisco, specifically at HOPE SF sites, Candlestick Point and Hunters Point Shipyard.

Mr. Kennedy answered that additional vehicles would be added in these areas to reduce crowding and improve on-time performance, and that the changes would take place either by February or June of next year. He also suggested setting up a meeting with Commissioner Walton's office, as well as the other offices, to go over details of the outreach and data with them.

Commissioner Walton commented that residents of the Bayview neighborhoods were trapped and isolated from being able to participate in the voting process for public transit improvements in their neighborhoods and expressed a need to prioritize opportunities for those residents. He also asked if there was room in the budget cycle, including additional monies during the off cycle, to make improvements to the 8 Bayshore bus line.

Mr. Kennedy answered in the negative, stating that only the 29 and 44 bus lines were in current budget cycle, and that the 8 Bayshore line would be slated for the next round of budgeting.

Commissioner Haney asked what it would take to have Treasure Island included as an equity strategy neighborhood, citing its qualifications in demographics and need. He also asked when the increase of evening service would start on the 25 bus line. Commissioner Haney also inquired about what measures were being taken to track or improve issues with delays, crowding, and real-time notifications.

Mr. Kennedy answered that he thought it was possible to add Treasure Island to the equity strategy list, and explained that it was originally left off because equity strategy neighborhoods typically were served by multiple lines. He also answered that the 25 line evening service improvement had been enacted only since June and that SFMTA was working on a new NextBus type technology with better predictions. He said the SFMTA anticipated a sizable jump in on-time performance from added improvements, and was working with Caltrans on possible solutions for Treasure Island transit, though that would be harder to achieve on the Bay Bridge.

Commissioner Haney commented that there was no other option than the 25 bus line for Treasure Island residents who did not have cars to travel, and said that he hoped on-time performance, crowding and frequency would be looked into closely.

During public comment, Mary Claire Amable, Transit Justice Organizer for the South of Market Community Action Network, expressed concerns over the equitability of fare increases and reported that her own organization's survey concluded that a majority of minority and low-income residents would be negatively impacted by fare increases. She commented that the current transit discount services the city provides disqualifies minimum wage workers who do not meet federal poverty level requirements and accounts for the low enrollment in the Lifeline program. She requested a stop of fare increases in SFMTA's future budget cycles.

After public comment, Director Chang commented on Treasure Island development plans, stating there was a difference between improvements needed to accommodate future growth and work that needed to be done now to address existing transit performance and needs.

**Chair Peskin called Item 10 before Item 9.**

**10. Amendment of the Scope of Work and Schedule for the District 3 Neighborhood Transportation Improvement Program Planning Project and Revising the Name From the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements – ACTION**

Anna LaForte, Deputy Director of Policy and Programming, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Safai and Stefani (2)

**11. Approve San Francisco's Goals for Plan Bay Area 2050 and San Francisco's Regionally-Significant Project List – ACTION**

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mar, Mandelman, Safai, Walton and Yee (7)

Absent: Commissioners Haney, Peskin, Ronen and Stefani (4)

**12. Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services – ACTION**

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mar, Mandelman, Safai, Walton and Yee (7)

Absent: Commissioners Haney, Peskin, Ronen and Stefani (4)

**Other Items**

**13. Introduction of New Items – INFORMATION**

Commissioner Mar requested that an update and clarification be given at the July 23, 2019 Transportation Authority Board Meeting about the \$5 million Educational Revenue Augmentation Fund (ERAF) the Board allocated to mitigate small businesses' loss of income due to major project construction activities.

Commissioner Safai commented that there should be a plan in place to notify businesses in advance that the ERAF funds exist, that both SFMTA and the Transportation Authority should be coordinating ahead of upcoming projects and expressed that the update could not wait until September because project construction was happening already.

Director Chang commented that the Board's direction was certainly heard last time and invited SFMTA staff to briefly speak on the matter.

Joél Ramos, Local Government Affairs Manager for the SFMTA, confirmed Director Chang's statement and commented that they were doing their best to coordinate with the Office of Economic and Workforce Development (OEWD) on augmenting programs that were already in place for projects such as Central Subway. He also stated that the request to postpone the report



was to have enough time to present it to the SFMTA Board for final direction before bringing the report to Transportation Authority Board, but if just a simple update was needed, SFMTA staff could accommodate her request.

Commissioner Brown concurred that project construction was already happening, and the update could not be delayed. She gave an example of merchants in Haight-Ashbury who were losing money during their peak summer earning season because visitors would not want to shop when there was no parking available. She also expressed that her expectation was that the monies would be distributed directly to the merchants themselves, not into marketing for the programs, and that merchants would not want to incur more debt from loans and OEWD programs were not enough. She also stated that an understanding of how the money was being used was necessary in order to create solutions.

Commissioner Walton also concurred on the importance of hearing the report at the next Board meeting. He stated that the Board was very clear that the funds were meant to be a cash type of subsidy to help address the merchants' loss of revenue. He said he envisioned a process of assessing and strategizing to best support and benefit each impact business which could be losing years of revenue and needed tangible resources to address the problem.

Commissioner Fewer concurred and lent her support to have the update provided at the next July meeting.

There was no public comment.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

The meeting was adjourned at 12:36 p.m.