



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, November 17, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent at Roll Call: Commissioner Mar (entered during Item 2) (1)

2. Chair's Report - INFORMATION

Chair Peskin reported that in addition to helping elect President-elect Biden and Vice-President-elect Harris, San Francisco voters looked favorably on transportation funding measures on November 3rd. He added that locally, San Francisco approved Proposition A, the Health and Homelessness, Parks and Streets Bond. He said that this \$487.5 million general obligation bond included \$41.5 million to repave and reconstruct roads, rehabilitate, and make seismic improvements to street structures and plazas and to install and renovate curb ramps. He said that there are also funds for re-building parks and open spaces, including safe pedestrian access across the city.

Chair Peskin reported that regionally, voters in San Francisco along with all three Caltrain district counties, including Santa Clara and San Mateo, passed Measure RR by over 2/3 approval which is the threshold for the first-ever dedicated funding source for Caltrain. He added that the one-eighth cent sales tax for Caltrain will provide a lifeline to the railroad which is struggling with severe fare revenue loss associated with low levels of ridership during the pandemic. He shared that the funds will also help off-set SFMTA's obligations to provide operating support, benefitting Muni. He added that the funds will provide a way to build toward Caltrain's future as an electrified service. He thanked Commissioner Walton for representing San Francisco on the Caltrain Joint Powers Board and his colleagues for their support efforts over the summer.

Lastly, Chair Peskin thanked Commissioners Yee, Mar, Mandelman, and Preston for observing World Day of Remembrance, Sunday November 15th at City Hall, for the victims of traffic collisions. He thanked WalkSF for organizing the event, attended by the San Francisco Bay Area Families for Safe Streets and many city officials including the Executive Directors and Directors from the San Francisco Municipal Transportation Agency (SFMTA) and the Mayor's office. He added that on this sad anniversary, they remember all of the traffic crash victims who died on San Francisco city streets, which has been a staggering 187 since 2014. He said that this year alone, they have lost 21 lives too many and they must rededicate themselves to achieving Vision Zero. Chair Peskin thanked Commissioner Yee, who serves as Chair of the Vision Zero Committee for sponsoring a set of related resolutions at the Board of Supervisors (BOS). He shared that the BOS unanimously passed the resolutions, recommitting to Vision Zero



and urging the SFMTA to develop a plan to lower speed limits among other necessary changes to the streets. He added that the Commissioners and Transportation Authority will remain strong partners in this effort.

Commissioner Walton echoed the appreciation for Measure RR. He thanked the entire BOS for attending the emergency meetings, and Executive Director Tilly Chang for her valuable work throughout the entire process.

During public comment Roland Lebrun echoed Commissioner Walton's comments and thanked the Board for coming back from recess to put the Caltrain measure on the ballot. He said even though the measure passed it did not meet the required 2 /3 in Santa Clara County, which he added would generate more than 50% of the revenue. He said half of the Santa Clara County does not get Caltrain service, and he hopes that San Francisco will support the extension and build a semi high speed rail service from San Francisco to Gilroy.

Aleta Dupree thanked the Board for mentioning the importance of traffic safety. She said she thinks the Vision Zero work has to continue, because everyone should feel safe on their streets whether in a vehicle or not. She also thanked the Board for being one of the bodies to pass Measure RR.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

During public comment Roland Lebrun thanked the Transportation Authority for posting the Executive Director's report to the website prior to the meeting. Regarding Measure RR, he commented that he wasn't aware if Caltrain's support is codified in Prop K, but it is in Measures A and B in Santa Clara County and noted that neither one of the measures would have passed the 2/3 majority if Caltrain was not part of the ballot language. Mr. Lebrun listed hundreds of millions of dollars designated for Caltrain in Measures A and B and raised the issue that VTA is proposing to reserve the funds entirely for the San Jose BART extension. Mr. Lebrun said that he hopes that Supervisor Walton and his peers on the Caltrain Board will join former Senate Transportation Committee chair, Supervisor Simitian and hold VTA's feet to the fire to honor what the voters approved in Santa Clara County.

Aleta Dupree said that she supports telecommuting, but not a mandate. She added that there should be diverse modes for people to travel, but there are ultimately too many cars on the road and that leads to congestion. She added that the biggest fear is once you give the person the ability to telecommute they can go anywhere (i.e. to a place with a much lower cost of living and no state income tax), and can offer an opportunity for people to have more money in their pocket. She stated that it is important to think about how they can build a San Francisco that is more affordable to live in.

Consent Agenda

- 4. Approve the Minutes of the November 10, 2020 Meeting - ACTION**
- 5. [Final Approval] Appoint Jerry Levine to the Citizens Advisory Committee - ACTION**
- 6. [Final Approval] Allocate \$545,651 in Prop K Sales Tax Funds, with Conditions, for Two Requests - ACTION**



7. [Final Approval] Adopt the Portsmouth Square Community Based Transportation Final Report - ACTION

There was no public comment on the Consent Agenda.

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

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

Ayes: Commissioners Haney, Fewer, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: (0)

End of Consent Agenda

8. Update on the Caltrain Modernization Program - INFORMATION

Michelle Bouchard, Chief Operation Officer and John Funghi, Chief Officer of the Caltrain Modernization Program presented the item.

Chair Peskin asked about the discrepancies between Balfour Beatty's schedule forecasting May 2024 and the Peninsula Corridor Project schedule showing a substantial completion date in March 2022.

Mr. Funghi replied that the driver in the Balfour Beatty schedule update is the completion of the grade crossing controls where they had difficulty in the first 3 years of the contract to advance the design as required by contract. He added that what we are seeing now is the contractor's request for additional time because of the lack of advancing or completion of the design necessary to install the grade crossing controls. He said when the agency became aware that Balfour was having difficulty, they partnered with the contractor working directly with the Federal Transit Administration (FTA) to expedite reviews, provide feedback, and assemble a team that meets monthly with the contractor to work through the issues. He added that they have been successful with advancing the design to a state where they feel they can accelerate and that acceleration factors into the discrepancy in completion dates. He added they are currently in mediation with Balfour and their sub suppliers to address the difference and look at ways to accelerate the design to provide revenue service. Mr. Funghi continued by saying, as with any project, there are multiple factors that can affect the completion date. He said there would be four sessions with the FTA to evaluate some of the project-related impacts and COVID-related impacts such as Stadler experienced to shed some light on what could be the impact of various issues on the overall project and schedule. He noted some issues can be addressed by directing more resources to them, while others are more concerning like the COVID - 19 related impacts at Stadler that are affecting construction of the EMUs and not knowing what the winter months will look like with the pandemic. He said manufacturing of the EMUs is the critical path right now.

During public comment, Roland Lebrun spoke on the EMU trains and said the problem started with Mr. Zurinaga, the Transportation Authority's project management oversight consultant, pushing for two doors which resulted in only one bidder. Mr. Lebrun said the doors cost over \$100 million and that later Mr. Funghi had to approve



a \$15 million change order to plug the doors to make room for seats and now there is a proposed budget amendment to put the doors back in. With respect to the signaling system, he said this was supposed to be resolved 10 years ago as it is a prerequisite for electrification. He noted a recent \$200+ million change order by Balfour Beatty. Mr. Lebrun said the October 2011 contract was awarded to the lowest bidder (Wabtec) who failed to meet two deadlines. Mr. Lebrun said that in 2017 the Caltrain Board finally agreed the only solution was to go back to Wabtec.

Shirley Johnson, a San Francisco resident congratulated Caltrain on the passage of Measure of RR and said it's a wonderful opportunity for Caltrain to regroup and rethink how they can interact with passengers. She mentioned that Caltrain has been less responsive to passenger needs than they have in the past. Ms. Johnson noted the new EMUs have less bicycle capacity than the current trains. She asked Caltrain to listen to passengers' concerns about the security of rider's property (e.g. bicycles) citing a petition wherein cyclists wanted to keep their eyes on their bikes while on the train to avoid property damage. She concluded that passengers helped to pass the measure and pay fares to Caltrain and encouraged Caltrain to pay attention to the passengers.

Aleta Dupree said the item that deserves the most emphasis and advocacy is building a foundation. She said that she supports the double door trains because Caltrain has low level platforms, but she added that there may come a day when high level platforms are needed.

Commissioner Walton thanked Ms. Bouchard and Mr. Funghi and the entire team at Caltrain for giving the presentation along with their hard work and dedication during the pandemic.

9. Update on the San Francisco Municipal Transportation Agency's Subway Renewal Program - INFORMATION

Jeffrey Tumlin, Director of Transportation; Julie Kirschbaum, Director of Transit; Tom Maguire, Director of Sustainable Streets, presented the item.

Chair Peskin expressed the shared frustration amongst all of his constituents. He said if it was just the Central Subway, he would be frustrated, but when you add the ballast in the Twin Peaks tunnel, the splices, the failure to take advantage of opportunities offered by the subway shutdown during COVID, the delays to the Van Ness, it adds to the level of frustration and he said SFMTA is out of excuses.

Commissioner Yee echoed Chair Peskin's comments and said that the presentation seems like recycled information of what was heard 10 years ago. He said that he is glad they are taking the approach outlined in the presentation, but it should not have taken this long to come up with a comprehensive way of thinking about the issues, and he observed that the implementation would be piecemeal. Commissioner Yee then asked about rail grinding, whether it was done recently or was he mistaking it with BART.

Ms. Kirschbaum replied that BART had a longer standing rail grinding program. She added that they have had a difficult time finding a contractor to do the work because of the sparks that the grinding creates and it took time to find a way to do it safely. She said they started in the subway because it was the least impactful and had the highest use. She said this is the agency's first foray into rail grinding and it is going well so far.



Commissioner Yee said that whatever SFMTA can do to identify other ways to procure rather than having to choose the lowest bidder, he would be interested to see what they come up if it helps select more qualified bidders. With respect to the switching mechanism that needs to be replaced, he asked if it was just for N Judah.

Ms. Kirschbaum replied that there are about 30 switches in the subway. She added that in one of the first extended maintenance windows, they replaced the switches that allow the N Judah to go out of the subway rather than straight into West Portal. She added that the next highest use switches are down at the Embarcadero where they turn the trains around.

Commissioner Mandelman expressed his frustration that the city seems unable to deliver capital projects, he acknowledged this has been an issue for a long time, and said it cannot continue like this. With respect to the ballast issue, he noticed a decision was made to neither use new ballast nor have any work done to the old ballast to make it usable and asked how these decisions are reviewed and who was responsible for that decision.

Mr. Maguire responded that the decision was jointly made by SFMTA staff and the contractors and they had to weigh some tricky issues in the field including the possibility that the material may be contaminated and may need to be removed. He added, the critical decision needed to be elevated sooner and talked with a more comprehensive view of all the risks in the project. He said that staff development and culture is part of the solution. Mr. Maguire said the staff in the field need to raise issues and get the support of executive management staff to help resolve them considering the risks in the field and the impacts on the customers as well.

Commissioner Mandelman asked what would happen if the awareness of the issues had been raised to a higher level sooner.

Director Tumlin shared that he is working to change the culture of fear within the agency, noting he has observed that employees are afraid to diagnose the problem and elevate it, because it may make the agency look bad. He added that on the cultural side they are working with employees making sure they understand how to identify the problem, that they have a curiosity to come forward to ask questions, and to think through the unintended consequences of not acting. He said that he is glad to see the subway taskforce demonstrating the beginning of a completely different attitude on problem solving through cross disciplinary collaboration. He stated that there are nested problems that need to be solved starting with culture, and then procurement, contracting, project management, and closeout. Director Tumlin noted some of the needed changes were identified in recommendations from the Muni Performance Working Group. He noted that all of them must be resolved before they can go to voters and ask to be trusted with more capital money. Director Tumlin argued that SFMTA's approach to delivery of small and mid-sized projects is the best in its industry, and if applied to larger projects, they can get a lot better.

Chair Peskin said he appreciates the desire and need to change the culture, something they have been wrestling with for years, and recalled the recent experience with the new LRVs wherein staff felt they needed to raise issues with the media rather than the SFMTA Board. He noted that the problem cannot be solely blamed on the employees. He said the SFMTA doesn't know how to effectively manage its private contracts.



Director Tumlin agreed that they have contract management problems, but said the underlying problem has a lot to do with how they bid out work. He said that they don't bid out work in a way that ensures that they get the best project or that gives them the tools to provide the right incentives for the private contractors to deliver.

Chair Peskin observed the Board of Supervisors (BOS) and the Transportation Authority Board have been over many iterations of this topic over the years. In other iterations, the BOS has given the SFMTA the ability to do design build, to do turnkey, etc., but at some point you run out of excuses.

Chair Mandelman said that he understands that the subway working group is an innovation and a step forward and a more collaborative approach to problem-solving. He asked what the framework is for looking back and documenting lessons learned to avoid problems happening again in the future.

Ms. Kirschbaum said that they need to do this for transit operations. She said they get everyone in a room and talk through what worked and what didn't. She said they are getting increasingly better at avoiding blame, pointing to solutions and codifying it into standard operating procedures so that it becomes something that is built into what they do moving forward.

Commissioner Mandelman asked if that was an actual codification, and if there is a document that exists with that information.

Ms. Kirschbaum replied because they are highly regulated, a lot of their work is documented in Standard Operating Procedures (SOPs). She said they use and enhance them as they learn. She added that these procedures are followed for operations but she can't speak on the procedures for the capital delivery projects.

Commissioner Mandelman said capital project delivery is the area where they need to work more on looking back, learning, and changing and asked how it is done on the capital side.

Mr. Maguire said that for large scale projects, they work alongside funders such as the Transportation Authority and Federal Transit Administration (FTA) project management consultants, and some projects have a permanent project management oversight committee that provides an opportunity for continuous improvement within the life of a project. He cited improvements to the change order process on the Central Subway as an example. With respect to the look backs, Mr. Maguire said that it is something where they need to making sure they are giving employees the freedom to speak up and to ensure employees understand the importance of keeping projects on schedule and on budget. He said one of things they are proud of is the way they shifted a lot of the street reconstruction projects to more of a quick build approach. He added, that this came from the kind of look back process Commissioner Mandelman was asking about.

Commissioner Mandelman replied that hearing the presentation now, he is not convinced that there is a framework at the SFMTA for looking back and said he wants the SFMTA to find a way to hold itself accountable and to find a way to get on the right path soon.

Director Tumlin agreed and said they are not prepared to present on the path forward today, but that it is being developed. He said he does not believe in using outside consultants for core government services but there are ways of using consultants to



elevate the skills of government agency staff. He said they are fortunate to follow other agencies that have faced the same problems and have solved them, and that SFMTA can learn from them and adapt. He added that this is something that he is eager to do, though they have limited resources, and he plans to bring outside expertise to train up the existing crews and develop stronger procedures for different scales of projects.

Chair Peskin asked about the hierarchy and the structure of the SFMTA 'command' staff and if the Director of Capital Projects is still an active role.

Director Tumlin clarified titles and roles for himself (Director of the SFMTA/Director of Transportation/General Manager), Ms. Kirshbaum (Director of Transit) and Mr. Maguire (Director of Sustainable Streets). He confirmed that they have a Capital Programs and Construction Division that they are moving under Mr. Maguire so he can provide stronger oversight, and acknowledged that this division needs some additional help in delivering projects successfully at all scales.

Chair Peskin said they used to hear from the Director of Capital Projects in his earlier time of the board, but has not heard from them recently nor does he know who the person filling that role is and this seems like where there is a material weakness. He asked Director Tumlin to expand more on the material weaknesses and the shifts in roles.

Director Tumlin said their current Director of Capital Programs and Construction, Siew-Chin Yeong, is good at what she does, but they are finding that the opportunity for taking advantage of the merging of streets and transit hasn't been fully realized in the Capital Programs and Construction Division.

Chair Peskin commented that the fundamental underpinning of Prop E (1999) was the merger of the two mentioned functions 21 years ago.

Director Tumlin agreed.

Commissioner Mandelman said he appreciates having the framework for the subway renewal program and asked if it is a plan that the SFMTA has been keeping and maintains and updates over time.

Ms. Kirshbaum said the best place it is captured is in the 5-year capital plan, and only as a list of discreet projects. She said that she and Executive Director Chang talked earlier on how they can take what is currently a PowerPoint and turn it into a Subway Renewal Program that has costing and also provides a better timeline for when the major closures are coming. She added that right now most of the discreet elements are known, but the ones that are not known are captured in their asset management program and they have studies to define them. She said there is no document that they can present that fully describes the Subway Renewal Program.

Commissioner Mandelman said the programs need to cover a span much longer than 5 years, with some needing to be done after 30 years.

Ms. Kirshbaum said they are at that point, stating that the Muni Subway was built around 40 years ago, and the Twin Peaks portion was built around 100 years ago. She added that they have accomplished a handful of work with the Twin Peaks track replacement and structural work, but the work to date has been the engineering and



maintenance staff doing a linear assessment of what needs to happen, rather than saying what needs to happen to get them to a reliable subway. With respect to train control, she said the intent is to have ongoing updates and investments so that there is not another instance when the buses are all old at the same time and all new at the same time, which is not a good way to mitigate risk. Ms. Kirschbaum said because of where they are in the life cycle of the assets, she believes in ten years the heavy lifting will be completed leading to a pathway to continual renewal and investment. She added that there are public shutdowns anticipated in the future, and they are trying to build public trust and be transparent during the process so that the public understands what is to come.

Commissioner Mandelman asked if they know how much of the subway will be shut down over the next 10 years.

Ms. Kirschbaum replied that they know that the two big ones will be the four specialized cross overs and the train control system. She said they don't know how much work can be done as an overlay while the subway is running and how much requires a complete shutdown. She said they would know more in a year.

Commissioner Mandelman asked how much did the Twin Peaks tunnel work cost, and how much will be spent to fix the ballast. Ms. Kirschbaum replied that the original project was on an order of about \$50 million, and she would be happy to follow up with the specifics. She said that SFMTA is currently costing out what the replacement will be and estimated that it would be on the scale of tens of millions of dollars.

During public comment Aleta Dupree said that she thinks they do not have to shut down the subway to keep it at a state of good repair, noting the New York City subway can do it and they run 24/7. She added she is concerned that if they keep relying on buses, people will be left behind, especially people with disabilities, because of the reduced number of people allowed on to ensure social distancing. She said she feels that San Francisco needs to have a mandate to serve.

Roland Lebrun said the issue is not with the old ballast and the new ballast, but rather that there shouldn't be ballast at all. He said you don't see ballast in London in the tunnels as they use concrete. Mr. Lebrun continued by stating that in Europe, switches are preassembled in the factory and bolted directly to concrete ties. Then they use special equipment to bring the switches into the tunnels where they are dropped into place. He also suggested that what Muni really needs is a chief engineer who is familiar with the latest technology for construction and maintenance. He also said that track replacement in Europe can occur much faster.

David Pilpel said he agreed with points made by the two prior callers and said the questions asked by the chair and vice chair only start to get at the SFMTA's underlying problems. Mr. Pilpel said he has asked for information about the subway taskforce and has yet to receive it from the SFMTA. He said that he thinks the interest in increased subway capacity at this time is misplaced but the focus on reliability makes sense. Mr. Pilpel opined that they will be lucky to get back to 50% of the pre-virus demand in the next 2 years, and that he does not know if they will ever get back to 100% of the demand. He referenced his most recent CEQA appeal brief dated October 23rd, saying at the bottom of page 5 it discusses some of these issues about rail. He said there are still track segments in the system with deteriorating pavement including on Market Street, West Portal and elsewhere. He said the areas should be



inspected and the pavement should be fixed. He also suggested that there should be online townhall meetings on the subway renewal program to allow dialogue from the public just like the current hearing, because the public needs to be brought in a serious way. He said he disagrees with Director Tumlin that the SFMFTA is the best at small project delivery, saying that the public is often ignored.

Chair Peskin thanked everyone for the uncomfortable but necessary discussion. He appreciated Ms. Kirschbaum's efforts. He told Director Tumlin that if he wants to change contacting procedures, he should come back and talk to the Board, and emphasized we can't keep doing this. Chair Peskin said if there are infirmities with their internal staffing, Director Tumlin should fix those. If there are troubles with HR, he noted SFMTA has charter authority in this area and that prior SFMTA directors had elected to contract with the Department of Human Resources (DHR) to carry out this function. He said if there are infirmities in this area, he is prepared to do another charter amendment but noted this merry-go-round needs to stop. He concluded by saying that if Director Tumlin has ideas, the Board is ready to listen.

Director Tumlin thanked the Board for their direction, which he viewed as supportive of the agency's goals and their need to serve the public.

10. DMV Driverless Vehicle Testing Permit for Cruise in San Francisco and Update on Proposed California Public Utilities Commission Ruling on the Deployment of Drivered and Driverless Autonomous Vehicle Passenger Service - INFORMATION

Chair Peskin provided an overview of the item and thanked Transportation Authority and SFMTA staff, particularly Julia Friedlander, for their work in this area. He noted that he had hoped that Cruise would join the hearing as an opportunity to introduce themselves to this body and to utilize this opportunity to test out a collaborative relationship with local government, both at the staff and political level. Chair Peskin noted that there is an opportunity to set a model for how cities can fruitfully engage and collaborate on a host of issues from shared public safety goals to how labor is treated. He reported that Director Chang invited Cruise to this meeting, but they choose instead to offer opportunities to individual supervisors rather than to appear in public. He said he also invited other entrants in the field, Waymo and Zooks, but rather close to the hearing date. He asked if any representatives of Waymo and Zooks were present and said he would like to give them the opportunity to speak.

Bert Kaufman, Head of Corporate and Regulatory Affairs at Zook, confirmed his attendance.

SFMTA Director Tumlin, Executive Director Chang and Hugh Louch, Deputy Director of Planning presented the item.

Commissioner Haney asked if a permit to operate Autonomous Vehicles (AVs) includes limitations on the number of vehicles and/or the scale of testing, and if there are notification requirements prior to an operator beginning to test or operate in a specific area.

Mr. Louch responded that Cruise was required to submit notifications for testing through the Department of Motor Vehicles (DMV) Driverless Testing application process, which is included in the public application. He added that the application includes the testing of five vehicles.



Ms. Friedlander, Senior Policy Advisor: Autonomous Vehicles at SFMTA, added that the notification process with the California Public Utility Commission (CPUC) is different from that of the DMV and it is not yet finalized. In comments to the CPUC, San Francisco proposed gradual testing to allow for agencies to assess the impacts and respond to them as needed in their regulations.

Commissioner Mar commented that AVs are another technological innovation that will have transformative and disruptive impacts and that there are potential benefits and as well as negative impacts, especially without adequate regulation and public policy. He continued with expressing concern about congestion, jobs, transit, and vehicle miles traveled (VMT) with the arrival of AVs and that AV deployment and passenger service is driven less by public process and more by corporate and financial interest. He added that Cruise testing is happening without adequate public process and that their rejection of the invitation to participate in the presentation is concerning.

Commissioner Mar asked for more information on what public outreach Cruise conducted ahead of the new driverless testing program.

Mr. Louch responded that the application process does not require an outreach process and the city does not have a role in the application process; however, Transportation Authority and SFMTA staff are aware that Cruise has reached out to select groups, held webinars, and contacted supervisors.

Ms. Friedlander responded that San Francisco is open to meeting with any AV company to discuss how to ensure AV service supports the public good.

Commissioner Mar asked what San Francisco can do to get ahead of AV deployment and the associated impacts to ensure that there is not a repeat of the bad outcomes that resulted from past examples, knowing that the decision is determined by the DMV and CPUC.

Mr. Louch responded that there are ongoing efforts to have collaborative conversations with AV companies and that there have been positive conversations.

Director Tumlin added that San Francisco as an early urban pilot location, has a unique responsibility to figure out how to predict and understand unintended negative consequences and how to capture the upside of AVs. He stated that San Francisco and the AV Industry have many shared interests, particularly when it comes to companies that are taking a longer view, and raised the potential for the industry and San Francisco to go together to regulators and Congress with a path forward for AVs to flourish. He explained that cities have resisted this path in the past and noted that if the short-term success of AVs harms our roads (such as increasing congestion), it will hurt the industry.

Ms. Friedlander added that SFMTA and the Transportation Authority have been working very closely on comments throughout the CPUC proposed decision process and are pleased that many of the comments have been carefully considered. She said that SFMTA is working closely with all departments, including the Police and Fire Departments, seeking to maximize benefits and minimize negative impacts.

Commissioner Preston commented that he did not agree with some of the excitement around AVs, the desire to expand partnerships with the AV industry, and the confidence that the long view companies have the same interests. He asked if Transportation Authority and SFMTA have expressed the desire to be the first city



where AV service is piloted, to encourage collaboration, and if there is a formal policy guiding this approach.

Executive Director, Tilly Chang responded that there are ten principles for emerging mobility that encourage collaboration and there has been ongoing work with some of the AV companies.

Director Tumlin emphasized that the industry came to San Francisco first because it is a perfect test site. He said we weren't excited about being a testing site; however, the city saw the need to prepare and, though there is not a formal policy around AVs right now, there are a lot of existing city policies and goals (e.g. Transit First) that can guide how AVs come to San Francisco streets. He emphasized that there are massive implications of AV services coming to San Francisco, He expressed a desire to make sure that the city's role is not purely a partnership and collaboration role, but rather a role that is data focused to understand impacts and define a path to regulate.

Commissioner Preston responded that he understands San Francisco's authority around AV service is limited and expressed a desire for the City to be cautious about the assumption that San Francisco and the AV industry have a shared interest because those organized for profit do not share the same interests. He acknowledged that, there may be an intersection of interests to explore, but it should not be assumed that the city and the industry are on the same path.

Director Tumlin emphasized the importance of anticipating what the impacts are so we can steer and influence outcomes before it is too late.

Commissioner Walton asked why the City is entertaining Cruise and their driverless testing permit process if Cruise is not willing to come to the meeting.

Chair Peskin noted the Cruise was invited to this hearing and declined, but nevertheless, he felt this hearing was important. He explained that the conversation with Cruise and other AV operators is not just about the Board and city staff but also affording the public an opportunity to hear from the companies. He emphasized the importance in finding a way to enable this conversation and noted that San Francisco will always have some level of control over what happens in this city. He concluded by stating the importance of working together.

Commissioner Walton said it was disheartening that the AV companies can do whatever they want on our streets and in our communities and yet we can't get them to the table to have a conversation with them and said that the state was wrong to let this happen. Commissioner Walton concurred that it is critical that the public be briefed and engaged.

Vice Chair Mandelman appreciated the tone set by Chair Peskin and he recognized Commissioner Preston's points. Commissioner Mandelman said he is approaching this hoping to be collaborative and to find mutually agreeable ways for a new industry to thrive, provide new services and not negatively impact his constituents. He also expressed frustration with the many times Cruise has offered to brief him while apparently stonewalling SFMTA staff, who would be able to engage with them in a more meaningful way than he would be able to do. He said Cruise should be sure to show up at the next Board hearing on this topic. Lastly, he expressed his appreciation for Zoox for attending the meeting.

Chair Peskin thanked Commissioner Yee for calling for this hearing.



Commissioner Yee expressed disappointment that Cruise did not come to the meeting and added that sometimes these companies get overconfident about what they think the city cannot do locally. He noted that there are many examples of this being the case and used the example of tour buses to show how the city can regulate, even when the industry did not think it was possible. He expressed a desire for AV operators to be at the table and to work together with the City. He emphasized that the Office of Innovation and Technology is a helpful path that will make the process easier.

Chair Peskin stated that safety and traffic congestion are top of mind for the Board and city staff and asked the representative from Zoox to speak to this and the concerns that came from TNC operations which are applicable to AVs with respect to loading safety, whether this will lead to an increase or decrease in vehicles miles travelled, and serving people with disabilities and seniors.

Mr. Kaufman, began by stating that he was struck by the commitment and collaborative mindset that was expressed during the discussion. He explained that Zoox, founded in the Bay Area in 2014, seeks to solve public policy problems such as a desire for more safety and less congestion and pollution. He said that Zoox is in the research and development stage and hopes to reveal a fully electric vehicle fleet, that is powered by renewable energy and designed for shared passenger service. He noted that Zoox has been testing vehicles in San Francisco for the past three years and that there has been a lot of productive engagement with the Mayor's Office, SFMTA, supervisors' offices, Transportation Authority, police and fire. Mr. Kaufman said he hopes that the productive dialog will continue and expressed a willingness to join future hearings.

During public comment, Aleta Dupree stated that AVs are important because they can run all day and not have to stop except for charging and maintenance. She requested that the Board have an open mind because it is unknown where technology will take us and stressed her desire to us AVs seamlessly throughout the region and state.

Brian Weidenmeier, Executive Director of the San Francisco Bicycle Coalition, stated that they were particularly concerned about the safety of vulnerable road users. They are excited about the potential that AVs can improve safety by reducing human error as a factor in crashes; however, he said the only way to get there by testing and deployment is to make sure safety standards are met. He encouraged ongoing conversations and transparency among elected officials, policymakers, the public and industry representatives.

Other Items

11. Introduction of New Items - INFORMATION

Commissioner Preston said that he wanted to introduce a new item to authorize funding for the SFMTA's Page Street Neighborway (Webster to Market) project. He described the pedestrian safety improvements in the project including the first raised intersection in the city at Paige and Buchanan. He said that the project would slow traffic, including cars and bikes, and create a more comfortable and safer walking environment. He continued by saying it would complement the ongoing Page bikeway pilot project and the SFMTA's Page Street pandemic response. In closing he said that last night the Market Octavia Community Advisory Committee voted unanimously yesterday to support the Page Street Neighborway project.



12. Public Comment

During public comment, Roland Lebrun, referenced his earlier comments and concerns with the Transportation Authority's program management oversight contract, flagging project delivery issues with the Central Subway, Caltrain's EMU procurement, and the signaling system. He added that last week the Transbay Joint Powers Authority announced that the Integrated Project Management Team recommended award of the Downtown Extension (DTX) general engineering services contract to Parsons Transportation Group which was the same firm that started the DTX 'mess' in 2005 and the firm responsible for the 5-year delay to the Caltrain signaling system project. Mr. Lebrun recommended terminating the Transportation Authority's program management oversight contract and replacing it with a staff position responsible for reviewing Federal Transit Administration project management oversight consultant reports, summarizing them and presenting recommendations to the Board and executive branch.

13. Adjournment

The meeting was adjourned at 1:05 p.m.