



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, July 11, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

Present at Roll Call: Commissioners Fewer, Kim, Peskin, Ronen, Tang and Yee (6)

Absent at Roll Call: Commissioners Farrell and Sheehy (entered during Item 2), Cohen and Safai (entered during Item 9) and Breed (5)

Commissioner Kim moved to excuse Commissioner Breed, seconded by Commissioner Ronen. The motion was approved without objection.

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee, reported that on Item 8, the Prop K grouped allocations, he would like to see additional projects such as the signal traffic upgrades happen in District 10, especially in the southeast corner of the district. Regarding the Golden Gate traffic safety project, he said that the city needed to focus on more significant and long-term improvements and more seriously consider vehicular circulation, and that the districts bordering Golden Gate Park needed to consider the importance of Vision Zero projects. On Item 9, he said District 7 CAC member John Larson had expressed concern about the equitable distribution of projects. On Item 10, he said the Emergency Mobility Services and Technologies study had collected and analyzed a lot of data but raised many questions for future work, which the CAC looked forward to hearing about. He said that in terms of outreach, District 6 CAC member Becky Hogue had commented that the Pedestrian Safety Advisory Committee was not contacted, to which staff replied that they would be included in future efforts. Lastly, Mr. Waddling stated that the CAC would be holding a special meeting on July 26 to discuss topics that the CAC expressed interest in throughout the year. He also recognized District 2 CAC member Jackie Sachs for being her 20 years of service on the CAC, in addition to 7 years as an ex officio member. He stated that Ms. Sachs had a lot of institutional knowledge and was a strong advocate for her community, District 2, and the entire city.

Chair Peskin stated that on behalf of the Board, he wanted to acknowledge the generation of service Ms. Sachs provided to the CAC.

Tilly Chang, Executive Director, commented that as the longest serving member on the CAC, Ms. Sachs was part of the original group of citizens who called for the creation of the Transportation Authority. She said Ms. Sachs had committed hundreds of hours serving on the two expenditure plan advisory committees, Props B and K, as well as served on subcommittees including Doyle Drive and Prop AA, and other civic bodies for projects such as the 3rd Street Light Rail project. She said she also was a tireless advocate for senior citizens, the disabled community, transit riders,

and was a strong supporter of transit improvements along Geary Boulevard. On behalf of the Transportation Authority, Director Chang presented Ms. Sachs with a certification of appreciation commending her for her many years of service.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the June 27, 2017 Meeting – ACTION**
- 4. [Final Approval] Approve the Fiscal Year 2017/18 Transportation Fund for Clean Air Program of Projects – ACTION**

There was no public comment.

Commissioner Kim moved to approve the Consent Agenda, seconded by Commissioner Sheehy.

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

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

End of Consent Agenda

- 5. Approve \$255,000 in Fiscal Year 2017/18 Transportation Fund for Clean Air Funds for the San Francisco Municipal Transportation Agency's Bike Share Phase 4 Expansion Project – ACTION**

Chair Peskin stated that there had been a number of constructive meetings between Motivate and local bicycle rental companies and that it seemed that an agreement would be signed by the parties shortly.

There was no public comment.

Chair Peskin stated that he would like to add direction to staff that the \$255,000 allocation would be subject to the aforementioned agreement being signed.

Commissioner Ronen moved to amend the item to add a condition that release of the funding would be subject to the agreement being signed, seconded by Commissioner Fewer.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

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

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

- 6. Appoint Two Members to the Citizens Advisory Committee – ACTION**

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Jackie Sachs spoke to her interest and qualification in being reappointed to the CAC.

During public comment, Chris Waddling said that while he could not make a recommendation as a CAC member, he wanted to recognize that Ms. Sachs consistently made productive comments,

and that her institutional knowledge was something the CAC was in need of.

Commissioner Tang said that the District 4 CAC member Peter Sachs was unable to attend the meeting because he had used up his time off due to family matters, but that he was an active member who provided great community input to her office.

Commissioner Tang moved to reappoint Peter Sachs to the CAC, seconded by Commissioner Farrell.

The motion to reappoint Mr. Sachs was approved without objection by the following vote:

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

Commissioner Farrell thanked Ms. Sachs for being a great representative of District 2, but that he would like to continue the item to the September Board meeting to allow additional candidate recruitment. He said that during his time on the Board many constituents had applied to serve on the CAC and that he would like to give them an opportunity to serve.

Commissioner Farrell moved to continue the remaining vacancy for a representative of District 2, seconded by Commissioner Tang.

The motion to continue the remaining vacancy was approved without objection by the following vote:

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

7. Adopt Positions on State Legislation – INFORMATION/ACTION

Mark Watts, State Legislative Advocate, presented the item.

Chair Peskin asked for the latest update on Senate Bill 595. Mr. Watts replied that the bill was in Assembly Transportation Committee but that the committee Chair was pressing to tighten up the Office of the Inspector General language and also pressing for a project list to be included in the bill. He said the committee was currently discussing those two components which should be determined later in the day in anticipation of a hearing this Thursday.

There was no public comment.

8. Allocate \$5,440,926 in Prop K Sales Tax Funds for Two Requests, with Conditions, and Appropriation of \$100,000 in Prop K Funds for One Request – ACTION

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

Commissioner Fewer asked for confirmation that the conversion of 30th Avenue as part of the Golden Gate Park improvements was not yet decided. Mark Dreger, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), replied that the conversion of 30th Avenue to a one-way street was included in the funding request but was being discussed with the Recreation and Park Department and neighborhood stakeholders. He said the project would not immediately move forward pending further community engagement, as opposed to other projects that involved more standard traffic-calming and intersection and safety improvements.

Commissioner Tang commented that the Golden Gate Park traffic study had concentrated on some of the relatively quick fixes within the park, but that a future funding request should look at

improving connections into the park, and in particular increasing safety. She said one example was the dangerous intersection of 45th Avenue and Lincoln Way that was near a playground.

Commissioner Fewer agreed that access into the park could be improved, especially along the high-speed corridors of Fulton Street and Lincoln Way. She added that there should also be more clearly-marked entrances into the park.

Ms. LaForte acknowledged that the Commissioners' concerns were heard. She also said that the SFMTA was aware of the 45th and Lincoln location and that staff would work with the SFMTA to provide options for considering improvements to other locations.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Farrell, Fewer, Kim, Peskin, Ronen, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Safai (3)

9. Approve San Francisco's One Bay Area Grant Cycle 2 Program of Projects – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Kim said she wanted a better understanding of the funds requested for the Better Market Street project and that she was surprised that the \$16 million requested was only for the design phase. She asked for an explanation for the design phase cost and how much funding the project had spent to date. Simon Bertrang, Special Assistant to the Director at the San Francisco Public Works (SFPW), replied that the design phase cost represented about 10% of the \$600 million total project cost. He noted that the project had added scope for a new traction-powered substation at the request of the SFMTA. He said the 10% figure for design was consistent with industry standards for a project of that size, and said while he didn't have the numbers on hand, he thought that approximately \$6 million had been spent to date on both design and environmental review. Mr. Bertrang added that the project was currently halfway through the environmental review process, and expected another year for environmental clearance. He noted that staff from SFPW, SFMTA and the San Francisco Public Utilities Commission were also currently working on the project and that with the requested funding the project would be able to move into full design.

Commissioner Kim asked when the project started, to which Mr. Bertrang replied that it started in 2009 as a follow-the-paving project. Commissioner Kim asked for confirmation that in over seven years, the total costs incurred from all city departments involved in the project was only \$6 million. Mr. Bertrang replied that the project had primarily been in the planning phase over that time and had just recently entered into the design phase. He said that in 2013 there was a series of community meetings held which concluded the planning phase, and since that time the various departments involved had been working together to agree on a common vision for Market Street. He added that the project had 10% design drawings for one of the four design options and would soon have 10% drawings for the other three design options.

Commissioner Kim said she had been briefed on the first design which included bicycles on the sidewalks, and asked for confirmation that only \$6 million had been spent to date on design, outreach and environmental review. She added she recalled approving a significant consultant

contract several years prior for outreach. Mr. Bertrang replied that the project currently had one consultant contract which was for \$2.8 million for environmental review, and that he could find out the status of a prior outreach consultant contract. He said he could also report back with exactly how much had been spent by all city departments on the project to date.

Commissioner Kim said she was not comfortable approving the request until she had that information. She said it seemed that seven years to only get to the design phase was too long and that she was frustrated by the cost. She said she wanted to better understand what funds had already been spent and what future projected costs were, because she didn't want to invest taxpayer dollars into a project that wasn't going anywhere. She said while there seemed to be more direction to the project now, there had not been a lot of accountability over the project over the prior seven years. Mr. Bertrang replied that the briefing on the first design option was the option that all of the city departments involved had agreed upon for how to reimagine Market Street. He acknowledged that seven years was a long time to get to that point but noted that Market Street was the city's most important bicycle, pedestrian and transit corridor and so it was difficult to achieve the goals for the project within the existing right of way. He said that the funds being requested were for the final design phase.

Commissioner Kim reiterated that there had not been a lot of accountability on the project and that she would like to know how much had been spent on the project to date to ensure there were accountability mechanisms in place to prevent overspending. She said that there were many city departments and stakeholders involved and acknowledged it was a complicated project, but that there needed to be accountability for public funds. She added that at a future Board meeting she would also like to better understand the total budget for the project.

Chair Peskin stated that he had a lot of reservations about the project, particularly related to reducing sidewalk widths which was not good urban design. He agreed that the request should be continued until the Board could receive a presentation on the project from SFPW and Planning Department staff, who had previously expressed concern regarding reductions to the sidewalks.

Commissioner Kim stated that the Mission Bay Ferry Landing project was a priority for District 6 and for many city departments, and asked why the project was ineligible for One Bay Area Grant (OBAG) funds. Ms. Crabbe replied that OBAG was funded with federal funds and one of the requirements was for a fully funded phase. She said the project had requested construction funds but did not yet have full funding for that phase. She added that staff was moving the project forward as a priority for Regional Measure 3 bridge toll funds, should that measure pass.

Commissioner Kim said that fixing the elevators at all of the city's BART stations should be a high priority since the city did not provide great accessibility for individuals who could not use the stairs to access BART or Muni. She said she had previously asked BART for a list of all of the elevators along the downtown corridor and would like to know how the Embarcadero Station elevator was the only one selected to be fixed with these funds. Todd Morgan, Capital Finance Analyst at BART, replied that the Embarcadero Station elevator was selected for several reasons, one of which was that some artwork had recently been moved which freed up the needed space. He also said that the Embarcadero Station was narrower and was the most congested station, so it naturally rose to the top of the list in terms of demand. He said that he did not have the list of all the downtown station elevators but that the Powell Street station would be receiving a new elevator due to the Central Subway project.

Commissioner Kim asked how many elevators were located in each of the downtown stations, to which Mr. Morgan replied that he did not have that information but the engineering team would.

Commissioner Kim asked how many elevators were located at just the Embarcadero Station, to which Mr. Morgan replied that he was only aware of one. Commissioner Kim asked how the elevator system worked at the Embarcadero Station, and if the lone elevator went from the street level all the way down to the platform level. Mr. Morgan replied that he did not have that information on-hand. Commissioner Kim commented that since the requested funds were for the Embarcadero Station staff should at least know the layout for that station. Finally, Commissioner Kim stated that she did not feel comfortable approving the request until she had the requested information.

Chair Peskin asked Ms. Crabbe if she could answer Commissioner Kim's question about the number of elevators at Embarcadero Station. Ms. Crabbe replied that the grant application referenced an existing elevator between the mezzanine and the platforms for BART and Muni. She said the project would provide a second elevator between the mezzanine and BART platform, allowing the existing elevator to just serve Muni, basically doubling the access.

Commissioner Kim said there should be separate elevators from the street level to the mezzanine and from the mezzanine to the platforms in order for riders to pay the fare. She asked for clarification that there was only one elevator that served both the BART and Muni platforms. Ms. Crabbe replied that according the application, there was only one elevator that served both the BART and Muni platforms. Commissioner Kim asked for clarification that there was only one elevator from the street level to the mezzanine, to which Ms. Crabbe replied that the application only dealt with the elevator between the platform and mezzanine. Commissioner Kim stated she would like that information prior to approving the request and asked if the project would be delayed if the item was continued until September. Mr. Morgan replied that would not delay the project, which was currently in the design phase at 30%.

Commissioner Yee asked if there were plans to evaluate the effectiveness of the Safe Routes to School program, as it had been operating for several years. Ana Valizdic, Program Manager at the Department of Public Health, replied that there are pre-and-post measures for each participating school, about 35 elementary schools, where they ask how students traveled to and from school. She said they were currently analyzing those results and drafting a report, which they would share with the Board when it was finalized. She said this measurement used a national evaluation tool that was validated and mandated by the various grant sources the program relied on. She said they also recently established a program monitoring tool to measure the different deliverables implemented by partner agencies, such as the San Francisco Unified School District, Walk San Francisco, the San Francisco Bicycle Coalition, and the Presidio YMCA, and would be sharing that report later in the year. Commissioner Yee said the evaluations sounded promising and that he hoped they showed the program was effective.

Chair Peskin asked if the program engaged parents in addition the students. Ms. Valizdic replied that the program currently had outreach workers who engaged parents, particularly at the elementary school level where decisions about traveling to and from school are primarily made by the parents. She said that in September the program would be adopting a best practice approach from the Marin and Alameda programs where they establish neighborhood task forces. She said this would bring together schools in the same neighborhood to work with parents and staff to more effectively deliver messages such as Vision Zero. Additionally, she said that this would help create unified support for infrastructure projects along corridors with multiple schools.

Chair Peskin asked what the criteria was for schools to qualify for the program. Ms. Valizdic replied that all schools were welcome to join, and that each year the program sends out applications

throughout the school district and then prioritizes the applications received based on a number of factors such as local student density and nearby levels of pedestrian fatalities. She said that for infrastructure projects, there would need to be a large percentage of the student body walking to school and a high number of pedestrian fatalities along the corridor. She said the goal was to convert trips for nearby families to walk, bike, or take the bus or carpool. She added that they would be happy to share the data from the prioritization process. Chair Peskin asked if Jean Parker Elementary was included in the program, to which Ms. Valizdic replied that it was, in addition to Gordon Lau Elementary.

Chair Peskin asked if there was any provision for the funding of crossing guards, to which Ms. Valizdic replied that crossing guards were ineligible for grant funding. She clarified that the funding sources likely did not allow crossing guards due to the ongoing cost of salaries and benefits. Chair Peskin asked what the funding request would be spent on. Ms. Valizdic replied that the request was for \$2.8 million and was to provide staff from the school district, Walk San Francisco, San Francisco Bicycle Coalition, Presidio YMCA, and Tenderloin Safe Passage to visit the schools in the program.

Chair Peskin asked what the difference was between paying the staff referenced and crossing guards. Ms. Crabbe explained that the funding eligibility was determined by Caltrans, who might determine the referenced staff provided more of a long-term investment in terms of education and encouragement activities than crossing guards who provided more of a daily operational service. She added that if they Caltrans likely felt that crossing guards were more appropriate for local funding. Chair Peskin asked for clarification that Tenderloin Safe Crossing was a crossing guard program. Ms. Valizdic replied that Tenderloin Safe Crossing was a “corner captain” program where neighborhood residents not employed by the city stood on corners and looked out for children, while crossing guards were actually employed by the SFMTA. Ms. Crabbe added that “corner captains” were not being funded with the OBAG grant funds for the same eligibility reasons. Chair Peskin commented that Yick Wo Elementary school could use a crossing guard.

Commissioner Fewer commented that she was glad to hear that local schools would be partnered together. She said there were six high-injury/high-pedestrian volume intersections near some of the elementary schools that Chair Peskin mentioned, particularly Jean Parker and Gordon Lau. She asked if the program included an assessment of whether students actually attended the school they lived closest to. Ms. Valizdic replied that the results were stratified by each school and the particular student body enrollment.

Commissioner Fewer said that the program should have bilingual staff conducting the outreach. Ms. Valizdic replied that there were outreach workers that spoke Spanish, Cantonese and Mandarin. Commissioner Fewer stated that she had the same concerns regarding the crossing guards, and that the Richmond District had many high-traffic areas, both in terms of congestion and high speeds. She said the most common request their office received was for crossing guards. She said that having a person monitor a crosswalk was a very low-cost investment because they only needed to work for a few hours per day, and that they also tended to know the students, so she hoped the city could find a way to fund more crossing guards.

There was no public comment.

Commissioner Kim moved to sever the requests for the Better Market Street and Embarcadero Station: New Northside Platform Elevator and Faregates projects and continue them to the next Board meeting and approve the underlying item, seconded by Commissioner Fewer.

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

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

Absent: Commissioners Breed (1)

10. Adopt the Revised Guiding Principles for Emerging Mobility Services & Technologies – ACTION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Ronen stated that San Francisco was the center of development for emerging technologies and was rapidly changing the city. She said she was glad staff was getting ahead of the issue as the city had often been slow to develop regulations that would protect residents and competing interests. She said many of the emerging industries did not fit standard business practices and so it was the role of government to regulate these industries and implement protections. She noted Commissioner Yee's legislation to ban robot deliveries from utilizing the city's sidewalks and the related safety aspects of many of these technologies. She said the guiding principles would be helpful for the city to navigate the new industries.

During public comment, Barry Toronto stated that he appreciated the list of Guiding Principles as there were limitations to the technology and many Transportation Network Company (TNC) drivers did not know how to handle disabled clients. He said that in District 6, there was also a need for better enforcement of transit lanes, as there were TNC drivers coming to work in San Francisco from all over the state that were not following the city's traffic laws due to a lack of training and awareness. He added that taxis were not the only sector hurt by the influx of TNC drivers, and that Muni and BART ridership was also affected.

Commissioner Yee commented that new innovations would impact the city's streets and sidewalks and that it was important that the Guiding Principles be specific and not leave room for interpretation. He suggested that more concise language be used to cover sidewalks and public rights of way.

Commissioner Yee moved to amend the item to change the language in Attachment 2 to update the language under the safety, equitable access and congestion principles, seconded by Commissioner Sheehy.

Commissioner Cohen said she understood that the Guiding Principles would be used as a framework to evaluate many of these emerging industries, including TNCs such as Uber and Lyft, and asked what the next steps would be. Mr. Logan replied that they would be creating evaluation metrics that would accompany each of the Guiding Principles and would look at how the principles could be measured. He said that many of the services and technologies had a lot of data that was not currently being shared so part of the process was understanding what should be considered in future studies.

Commissioner Cohen asked if staff was building a relationship with the California Public Utilities Commission (CPUC), as the regulatory agency over these services, to which Mr. Logan replied in the affirmative. Commissioner Cohen said that these principles would help the Board create policy towards a more efficient transportation system and asked if they would be sharing the evaluation data with the CPUC. Mr. Logan clarified that not all of the services and technologies were governed by the CPUC, and that part of the effort would be to understand what was under the authority of the city versus the state. Commissioner Cohen asked how long the evaluation study would take. Mr. Logan replied that the evaluation would be conducted in the fall and the study would be completed shortly thereafter, but that it partly depended on the amount of information

provided by other companies and partner agencies.

Jeff Hobson, Deputy Director for Planning, stated that the Guiding Principles would be considered by the SFMTA Board on July 18 and that if any changes were made they would present them at the July 25 Board meeting.

The amendments to the item were approved by the following vote:

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

Absent: Commissioners Breed (1)

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

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

Absent: Commissioners Breed (1)

11. Approve the Revised Debt, Fiscal, Investment, Procurement and Travel, Conference, Training and Business Expense Reimbursement Policies – ACTION

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

During public comment, Jackie Sachs said that the CAC had reviewed and approved the item and she urged the Board to approve it.

The item was approved without objection by the following vote:

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

Absent: Commissioners Breed (1)

12. Execute Amendment No. 1 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$100,000, to a Total Amount Not to Exceed \$600,000, and Extend the Agreement through June 30, 2018 – ACTION

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

Commissioner Kim commented that she supported the continued funding of the project but would like to have a conversation about how to help people commuting on bicycle during the weekday rush hour. She said while there were conversations about a new bike path on the west span of the San Francisco-Oakland Bay Bridge, given the estimated cost of that project, the region should also look at what it would take to do a shuttle service for people bicycling into the city to provide that last-mile connection. She said she would like bicycling to be a real commute option for those traveling from the East Bay and to help ease congestion on BART and the Bay Bridge. She added that future ferry service from Treasure Island could help provide a solution but there should be greater discussion.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Breed (1)

13. **Approve a Four-Year Professional Services Contract with WSP USA, Inc. for Construction Management Services for the Yerba Buena Island Westside Bridges Project in an Amount Not to Exceed \$5,500,000, and a Two-Year Professional Services Contract with S&C Engineers, Inc. for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvements Project in an Amount Not to Exceed \$3,000,000 – ACTION**

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

During public comment, Paul Pendergast said that he was a San Francisco-based small business owner located on Treasure Island and commended the Transportation Authority for selecting firms that met and exceeded the Disadvantaged Business Enterprise goals. He said that the Transportation Authority was the only agency within the city that consistently and intentionally included the Lesbian Gay Bisexual Transgender business community in their outreach, and were truly committed to including disadvantaged businesses in their contract opportunity process.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Breed (1)

14. **Approve a Professional Services Contract for Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc. for a One-Year Period in an Amount Not to Exceed \$100,000, with an Option to Extend for Two Additional One-Year Periods – ACTION.**

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

Chair Peskin encouraged Commissioners to utilize the firm's services in the same way that they utilize the Budget and Legislative Analyst's Office as Supervisors.

Cathy Brady, Director at Sjoberg Evashenk Consulting, stated that they were a management consulting firm that was evidence-based and had been around for 18 years. She said they had done a lot of in San Francisco and had a lot of capital project-specific experience, and they hoped to bring a different perspective to the Board.

There was no public comment.

Commissioner Tang commented that she was excited about the contract and that it would help ensure that as the Board approved millions of dollars it had a firm that would be readily available to provide thorough analysis to help them make better decisions.

Commissioner Yee requested a copy of the proposal to better understand the firm's capabilities, to which Ms. Fong said staff would provide that.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Breed (1)

Other Items

15. Introduction of New Items – INFORMATION

Commissioner Tang requested that staff poll Commissioners on whether they would prefer electronic or hard-copy presentations, and said that it would be ideal if presentations could be posted on the agency's website ahead of the meeting to reduce the need for paper.

16. Public Comment

During public comment, Andrew Yip spoke about challenges facing humanity.

Barry Toronto commented that the city should work with the Mayor's Office to require the California Public Utilities Commission to work with the city on regulating TNCs. He said that Senate Bill 182 and Assembly Bill 1069 were two measures currently before the state legislature regarding TNCs. He asked the Board to oppose both of the bills as they could harm the way taxis and other transportation modes are regulated. He noted a recent accident on Valencia Street involving a Lyft driver and a bicyclist, and said that these types of accidents occurred frequently and demonstrated the lack of training and accountability of TNC drivers. He added that some gas stations had even instituted maximum parking time limits due to TNC drivers waiting for passengers.

Jackie Sachs commented that she looked forward to attending the September Board meeting and being considered for reappointment. She said she would attend the July 26 CAC meeting as a member of the public.

17. Adjournment

The meeting was adjourned at 11:55 a.m.