



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, January 28, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Mar, Preston, Peskin, Ronen, Stefani, Walton and Yee (7)

Absent at Roll Call: Commissioners Haney (entered during Item 2), Mandelman (entered during Item 2), Safai (entered during Item 2) and Fewer (4)

Commissioner Preston moved to excuse Commissioners Fewer, seconded by Commissioner Mar. Commissioner Fewer was excused without objection.

2. Chair's Report - INFORMATION

Chair Peskin said the Transportation Authority Board's top priority was safety and looked forward to collaborating with Commissioner Yee, Chair of the Vision Zero Committee, to press ahead with policies and projects to reduce severe and fatal injuries on the city street network. He reported that Commissioner Yee and himself met with Assembly member Chiu, the commissioner of the California Highway Patrol, representatives from the Police Officers Association and the Mayor's Office and Jeffrey Tumlin, Executive Director of the San Francisco Municipal Transportation Agency (SFMTA), about moving forward with automated speed enforcement legislation for a pilot program in San Francisco and possibly San Jose. He noted that it was a very productive meeting. Chair Peskin said the Board was determined to advance the effort at the state level to obtain automated speed enforcement and continue to work hard on that front, even as the Transportation Authority invests aggressively in traffic management, signal, bicycle and pedestrian projects like the Vision Zero Quick Builds. He said he was particularly excited to see The Embarcadero cycle track improvements move forward in District 3 this year.

Chair Peskin said 2020 was a major year at the regional level for the development of the city's long-range transportation plan as well as the approval of the regional plan - Plan Bay Area, with its investment policies and growth strategies moving at a fast pace. He said key issues would be developing the regional express bus and freeway system in an equitable manner as well as collaborating with the region on a once in a generation vision for rail, that promoted BART and Muni core capacity, the 2nd Transbay rail crossing, Caltrain Electrification and the Downtown Rail Extension. He thanked Commissioner Ronen for serving on the Metropolitan Transportation Commission and Commissioners Haney, Fewer, Mar and Mandelman for serving on the Association of Bay Area Governments.

Chair Peskin said the Transportation Authority was also fully engaged in numerous projects of regional and citywide significance, in every district - through the Prop K



Neighborhood Transportation Improvement Program and various other funding programs including vehicle registration fee program and Air District clean air funds. He said an exciting new addition would be the TNC tax which had begun to be assessed on each Uber and Lyft trip originating in San Francisco. He added that half of the funds would come to the Transportation Authority to be programmed for street safety projects, with the other portion to be administered by the SFMTA for transit improvements.

Chair Peskin reported that the Board would also consider potential new transportation funding sources for Caltrain and the broader Bay Area region this year, as well as advance congestion pricing and equity studies for downtown, Treasure Island and the regional freeway network.

During public comment Francisco Da Costa requested that the Transportation Authority make its needs assessment available on its website. He spoke against the removal of parking meters in the city and said it was leading to congestion. He asked for real-time online updates that showed the public what progress had been made to address congestion, the carbon footprint, and quality of life issues.

Consent Agenda

- 3. Approve the Minutes of the January 14, 2020 Meeting - ACTION**
- 4. [Final Approval] Allocate \$220,000, with Conditions, in Prop K Sales Tax Funds to the San Francisco Municipal Transportation Agency for the Anza Street Bike Lanes - ACTION**

There was no public comment.

Commissioner Walton moved to approve the Consent Agenda, seconded by Commissioner Safai.

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

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

Absent: Commissioner Fewer (1)

End of Consent Agenda

- 5. [Final Approval on First Appearance] Adopt the 2019 Annual Report - ACTION**

Tilly Chang, Executive Director, presented the item per the staff memorandum.

Commissioner Ronen asked if the Transportation Authority followed the same rules put in place for the City and County of San Francisco in regard to bans for doing business with companies headquartered in states that had anti LGBTQ and anti-pro-choice laws and related travel bans for staff.

Cynthia Fong, Deputy Director for Finance and Administration, said Transportation Authority staff was aware of these policies and had discussed the bans in working group meetings with managers from various city departments. She noted that the Transportation Authority was a separate entity and not part of the City and County of San Francisco (City), but were mindful of the policies. Ms. Fong added that the Transportation Authority's adopted budget for fiscal year 2019/20 had 10% for



technical professional services. She said those were the types of services that would be contracted out and the most of these funds are subject to federal and other grant requirements that would not allow the Transportation Authority to comply with the aforementioned policies. Ms. Fong estimated that the amount of funding that could be subject to the bans was about \$794,000.

Commissioner Ronen asked if being mindful meant that the Transportation Authority did not contract with companies that were headquartered in states with discriminatory and anti-pro-choice laws.

Ms. Fong said the Transportation Authority is currently under contract with firms that fell under those banned states and noted that the contracts had been approved prior to the inception of the City's law banning companies headquartered in states that had anti LGBTQ and anti-pro-choice laws.

Commissioner Ronen asked if the Transportation Authority followed those rules in their contracting and Ms. Fong said those rules were not in the Transportation Authority's procurement policy right now but could be applied to any future contracts going forward.

Commissioner Ronen suggested the Transportation Authority procurement policy mirror the City's policies around states with anti LGBTQ and anti-pro-choice laws.

Ms. Fong said that could be done during the next procurement policy update.

During public comment Mark Roth asked the Board to put on their Science Technology Engineering Art and Math (STEAM) hats on and look at the future benefits of super capacitors and large-scale infrastructure electricity.

Francisco Da Costa suggested that the annual report be given to university and high school students and to request input as to what they think and feel about the city's future.

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

The item was approved without objection by the following vote:

Ayes: Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

6. Update on the San Francisco Department of the Environment's Citywide Electric Vehicle Roadmap - INFORMATION

Commissioner Mar stated that the city had set ambitious goals for electric vehicle (EV) adoption in the next five, ten, and 20 years, but were still a long way from achieving them. He said this was evident in District 4 where EV adoption rates were still alarmingly low, and where the District only had one public vehicle charging station.

Deborah Raphael, Director at the San Francisco Department of the Environment (SFE), presented the item.

Commissioner Mar said a number of the barriers to EV adoption that were listed in the presentation would require significant public investments or subsidies and asked what funding plans the city had for the thousands of additional public charging stations that would be needed.



Ms. Raphael said there were state money and low carbon fuel standard credits that could be sold to raise money for the charging stations. She added that the Transportation Authority's Transportation Fund for Clean Air was another source of potential funding.

Commissioner Mar asked how the five-year goal of 50% EV adoption for new vehicles would be achieved.

Ms. Raphael said city departments were looking at how SFE could bring on experts to work on some of the things that slow down progress and noted that city departments needed to collaborate and solve the problems together.

Commissioner Mar asked if SFE had the resources, staff, funding, and political support to further develop the EV Roadmap into actionable steps.

Ms. Raphael replied that they definitely had the political support. She noted that Mayor Breed had requested that SFE develop the EV Roadmap with the assistance of external stakeholders. In terms of resources, she said she was excited about the low carbon fuel standard credit sales and the ability to potentially access that funding.

Commissioner Safai stated that the Bayview-Hunters Point, Excelsior, Outer Mission and Sunset neighborhoods were areas where there was a significant amount of single-family homes, but had minimal electric vehicles or charging stations. He observed that if residents of these areas have a charger at their home and just use their electric vehicle for travel within the city, they may not need to rely on public chargers. He asked what SFE was planning to do to encourage southeastern residents to go electric. He noted that one potential barrier for residents would be increased electric bills and he noted that this would require the SFE to have conversations with CleanPowerSF, San Francisco Public Utilities Commission (SFPUC) and Pacific Gas and Electric (PG&E) about promoting electric vehicles. He suggested an education campaign in the areas where it would be easier to charge and focusing on the homes and the people that have access to charging.

Ms. Raphael said District 11 was a good example of an area that had the homes to install EV chargers in garages and a high number of people who use their cars daily. She said SFE was looking at data sets and focusing on the neighborhoods highlighted by Commissioner Safai. She noted that SFE held EV 101 workshops at libraries and received feedback indicating that the main barriers are the complexity of the incentives, the fear of having to deal with PG&E, and what needs to be done to upgrade homes in order to charge vehicles. Ms. Raphael said SFE was awaiting new financial resources at the start of new fiscal year, which will allow SFE to hire an EV ombudsman.

Commissioner Safai suggested working with PG&E to educate the public and start the process of learning about tiered pricing incentives, potentially through flyers in billing statements. He added that the Excelsior and Outer Sunset were the two areas with the most residents who traveled by car.

Commissioner Preston asked if there was data on apartment buildings and if installing charging stations in multifamily garages was a significant part of the strategy going forward.

Lowell Chiu, Energy Program Manager at SFE, said two thirds of San Francisco residents lived in multifamily buildings and SFE had data about where the densest



areas of multifamily homes were located but did not have data about the locations of privately accessible chargers in multi-family dwellings.

Commissioner Preston said he had heard from a number of constituents who had approached their landlords about installing charging infrastructure within their garages and were unsuccessful. He asked if there were any programs to facilitate the addition of charging stations in garages of multifamily homes or any assistance to the landlords trying to install stations.

Ms. Raphael said Chair Peskin's ordinance for the first time put a mandate on existing structures, and now all new construction is required to have chargers as well. She noted that existing multi-family structures are the next step, and more difficult.

Mr. Chiu said an invitation was extended to multifamily building owners and managers to the outreach sessions and that a building association came because residents had been asking about chargers. He added that there currently is an incentive program for getting charging stations for multifamily structures.

During public comment Mark Roth said there was not a lot of opportunity for single family home EV charging stations in the Bayview Hunters-Point neighborhood, but instead suggested rapid charging stations as an alternative.

Other Items

7. Introduction of New Items - INFORMATION

There were no new items introduced.

8. Public Comment

There was no public comment.

9. Adjournment

The meeting was adjourned at 11:06 a.m.