



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 15, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:04 am

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, Walton, and Yee

Absent at Roll Call: Commissioner Safai (entered during item 5)

2. CAC Chair's Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the September 2 CAC meeting on the CAC's amended motion of support to allocate and appropriate \$14 million in Prop K and Prop AA funds, which relates to Item 8 on the Board agenda. He added among the various requests, the Golden Gate Park Sustainable Travel Study and Fulton Street Safety Project received favorable attention from the CAC and the Short-term Bike Parking Program generated questions about the way in which bike racks are distributed throughout the city and how equity is ensured. Chair Larson said that the siting is based on 311 requests and analysis by SFMTA staff, but that SFMTA welcomed further suggestions about distribution strategies and potential locations. Regarding the Slow Streets Program, he added that though CAC members expressed overwhelming support, the District 6 representative was concerned that the request didn't include District 6 locations. After a series of votes, the CAC approved an amended item, which among other things would condition the Slow Streets Program allocation upon SFMTA working to identify additional Slow Streets or similar improvements in District 6 and 7. John Larson thanked the SFMTA staff on behalf of the CAC for their thorough response.

Chair Larson also reported on the Alemany Corridor Safety Project final report and commented that some CAC members noticed that more significant bicyclist safety improvements did not seem to figure highly in the recommended improvements. He added that SFMTA staff referenced the near term buffered bike lanes and pavement markings, but explained that protected bike lanes are challenging because though Alemany is a high-volume street, it is still primarily a residential area and installing a protected bike lane would result in the loss of a lot of parking due to the need for daylighting (red zones) adjacent to the many driveways. Chair Larson shared that CAC members remain concerned about the longer-term treatment towards the corridor and would like to see more aggressive bike safety improvements in long range plans.



Lastly, Chair Larson commented on the Proposed Fiscal Year 2020/21 Budget and Work Program and appreciated staff for developing a well thought out plan given the budgetary challenges ahead in our current environment.

3. Approve the Minutes of the August 25, 2020 Meeting - ACTION

There was no public comment on the minutes.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

4. Appoint One Member to the Citizens Advisory Committee - ACTION

District 4 candidate Nancy Buffum appeared before the Board and provided a brief introduction and summary of her qualifications.

Commissioner Mar thanked Ms. Buffum for her willingness to serve the city. He added that he is impressed by her strong background in supporting the needs of family and children and is excited to support her nomination for the Citizens Advisory Committee.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

5. SFMTA Rail Service Update - INFORMATION

Chair Peskin introduced the item and acknowledged SFMTA Director Jeffrey Tumlin, Director of Transit Julie Kirschbaum, and Deputy Director of Maintenance and Way Charles Drane. Chair Peskin acknowledged the difficult times for everyone and public transit in particular and recognized the steps SFMTA has been taking. He emphasized that it was a collective responsibility to drill down on the premature opening of the light rail system in a constructive fashion and figure out how the Transportation Authority can help the SFMTA both as a funding agency and as policy body in ameliorating that and really capitalizing on the opportunity presented by shutting down the subway.

Director Tumlin introduced Ms. Kirschbaum who gave the presentation.



During the presentation, Chair Peskin asked how many miles of cable wire there are, when the cable wire was last replaced, how many splices existed in the beginning, and how many splices were recently added and why. He noted that the roughly 25% reduction in splices over the last year mentioned during the presentation was relative to the 200 splices in place last year rather than the about 30 splices in use in 2008 when the wire was replaced. Chair Peskin asked Ms. Kirschbaum to run through the options and considerations and discuss the reasons the wire wears out.

Director Kirschbaum replied that the subway has 11 miles of overhead wire and initially there were very few splices in the system. Ms. Kirschbaum said that the number of splices, which is a floating number, has increased over time due to maintenance needs. In April 2019, there were about 200 splices, the SMTA recently replaced 45 splices, and the most recent data shows there are now only 154 splices in the subway system.

Director Kirschbaum stated that Muni typically installs two splices when they fix a short length of wire, due to the short maintenance window when no service is provided. A year ago, SFMTA committed to its board to have a longer maintenance window two times per year to allow time to make longer term repairs than can be made in the nightly maintenance windows. She noted this is a good systemic fix but that SFMTA is still dealing with the legacy of not having made that commitment until about a year ago. Director Kirschbaum reviewed four options on the table for addressing the issues, noting the last two would reset the SFMTA, getting the subway back to where it was in 2008, but would require a longer shutdown of the subway (slide 5 in the presentation).

Chair Peskin asked if pursuing one of the more comprehensive solutions involving replacing all the wire in the subway would mean that all the maintenance work completed in the last several months would have to be re-done. Director Kirschbaum replied in the affirmative.

Director Kirschbaum then continued to elaborate on the fourth option which SFMTA is researching based on European repair methods for older systems. She noted this may be particularly applicable for some of the low tunnel areas where they are experiencing issues. Director Kirschbaum stressed that the ability to pursue the more comprehensive solutions requires longer subway shutdowns and is predicated on reduced demand to downtown based on most office buildings remaining largely unused during the remainder of the pandemic. She summed up the situation by noting they are on track to fix the short-term problem but are researching and looking into entering a policy discussion on what a bigger fix and more comprehensive approach to this problem would look like.

Commissioner Mandelman asked for more discussion about the subway system's other vulnerabilities and the process by which SFMTA was assessing other potential maintenance issues. Commissioner Mandelman noted that in the Muni Performance Working Group last year, there was a lot of discussion about train control systems and drivers, but splices were not mentioned. He wondered if there were ways to know about the other issues that may 'derail' us.



Director Kirschbaum replied, stating that there are 5 or 6 areas of the subway, where there are issues already identified. Some have a long trajectory like the train control system while others are already undergoing improvements that could be accelerated. For example, she said that the subway has very old, analog switches that require a lot of manual adjustments. As part of the extended maintenance window, four of the switches have been replaced with a modern digital switch, including at Church/ Duboce which was one of the biggest vulnerabilities, but there are a couple dozen switches that would also benefit from an upgrade. Director Kirschbaum said that special trackwork itself also needs replacement in some areas (e.g. the Castro and Embarcadero crossovers) that are at the end of their useful life. These sections are planned to be replaced within 18-24 months, but expedited replacement is being explored so that riders are not inconvenienced twice. She noted the subway track is also reaching the end of its useful life. She described an incremental fix which involves replacing the track fasteners that secures the rail has been started. Ms. Kirschbaum also noted there is an opportunity to replace the track.

Commissioner Mandelman asked about the age of the track. Mr. Drane said in most cases it is 44 years, dating from when service debuted in the tunnel.

Chair Peskin inquired about the useful life of track and Mr. Drane replied that it is based more on wear and usage of the track, which they evaluate, more than it is on age.

Chair Peskin observed that the failure is there was a long period of time when there was a consistent period of 24-hours per day access to the subway to make major repairs rail service shut down, yet SFMTA was still acting like there were only 2 ½ hour nightly maintenance windows. He observed the tracks are being treated the same way as the splices, being fixed with 'band-aids' despite there being a once in a lifetime opportunity to replace the tracks wholesale. He said SFMTA should be doing a 'soup to nuts' analysis about whether or not they should replace the tracks while they have 24-hour access to the subway.

Ms. Kirschbaum agreed. She said there are some ideas that may get tossed out because they have really long lead times, but that SFMTA will consider the whole system, including signals, track, overhead wires, fire and life safety and drainage.

Director Tumlin said he also agreed with Chair Peskin's point and stated that he has directed staff to think outside the box on how to use this rare opportunity (never before in Muni's history) to catch up on deferred maintenance as well as system modernization. He asked the Board about their tolerance for a subway shutdown of 12 months or potentially longer in order to catch up with decades of problems resulting from deferred maintenance.

Chair Peskin commented if there is a silver lining it is that Muni is running a pretty good bus system on the surface and people are adapting to that. He said the fundamental question seems to be about capital and resources to do it. He noted that this afternoon the Board of Supervisors will vote on \$89 million for the Next Bus contract. He asked



Director Tumlin if SFMTA has enough capital and resources for the subway repairs and if the Next Bus contract should be the priority or repairs in the subway.

Director Tumlin replied that this is a question for both the Board and SFMTA and clarified that SFMTA is developing this plan in real-time. He said they are seeking to understand the full array of scenarios to consider and will partner with Transportation Authority staff if the Board has an appetite for the more aggressive scenarios. He said there are opportunities to fund large capital projects such as if there is change in the composition of the Senate after the election, and that this is the time to prepare projects to receive federal funding for the subway, if possible.

Director Kirschbaum added that with respect to the on-the-fly work they have had to do to rebuild the system multiple times, if there was anything they didn't do well it was in the area of customer communications. She said their once cutting edge communications system was now out of date and said that customers should not have to decide between quality of information and the reliability of the subway.

Director Tumlin acknowledged that San Francisco riders are tolerant of service issues as long as they receive good information, noting that their customer information system is collapsing and is no longer supported by telecommunications companies.

Commissioner Yee asked about the longest closure of the subway, over its 44 years of operation. Director Kirschbaum replied that she was not aware of a past shutdown longer than the recent Twin Peaks shutdown. She said she believed this pandemic-induced shutdown is the longest they have ever experienced, but she would need to confirm with Muni historians.

Commissioner Yee clarified that he asked that question to better understand rider tolerance for shutdowns.

Commissioner Preston asked for more information on the load, resulting from a subway system shutdown, that surface buses can accommodate. He provided the example of the N Judah Line in his district and inquired about the costs of running the surface level transit versus rail.

Director Kirschbaum replied that the N Judah has required constant adjustments to get to the right service levels. The N Judah is currently serviced with a 60-foot bus (30 people) - where the two car train can allow 190 to 100 people, and the buses are running about every 6 minutes. She added that N Judah is not experiencing current crowding. The reintroduction of the 7, having the 60-foot buses and the frequent service is enabling SFMTA to keep up with demand, but as the heaviest ridership route they are continuing to examine it closely. She also noted that they are also closely evaluating the T Line, which has experienced heavy ridership both because of the makeup of the communities it travels through and its service to hospitals. For both of those routes they have been making continuous adjustments to ensure they have the right service levels.

Commissioner Preston stated he wanted a clearer sense of how ridership rises, what percent of the ridership that would have been on rail can be accommodated on buses.



Ms. Kirschbaum said she would follow up. Director Tumlin add that the crowding data that they use to make service allocations is available to the public on their SFMTA COVID 19 dashboard (search "SFMTA COVID Data Dashboard"). He said there was crowding on N Judah bus early in COVID, but SFMTA had used its data to reallocate service.

Director Kirschbaum provided another example on the M T line which worked well as a train, but they found it didn't work well as a bus because the T line had much higher ridership; thus, they broke the route apart and are now running the T bus to Castro.

Commissioner Preston thanked SFMTA for the information, for bringing the 7 bus back, and for looking at the parallel lines as part of the strategy, and encouraged them to continue doing that particularly if there is going to be a prolonged shut down.

Commissioner Mar expressed interest in considering options three and four, which offer more long-term, comprehensive solutions to all of the system's vulnerabilities. He added that decades of deferred maintenance are holding the Muni system back.

Commissioner Mar agreed that extending the closure to transform service over the long term may be worth it, but he would like more information on the scale of service and reliability improvements versus the shorter-term ones.

Director Kirschbaum stated that they are still working through these ideas, which range from immediate customer facing improvements such as looking at whether they can provide Wi-Fi in the subway to removing slow zones established due to infrastructure limitations. She added that they are also looking at improvements that require closures that could be expedited to reduce future inconveniences. She noted that they will return to the Board with a more detailed package detailing those benefits.

Commissioner Haney inquired about Director Tumlin's comment regarding the possibility of federal funding and whether identifying funding was incorporated into the timelines in the presentation.

Director Tumlin replied that these are all big questions that SFMTA needs to collaborate on with Transportation Authority staff. He added that this may mean two separate closures may be necessary: a nearer-term closure focused on deferred maintenance to the best of SFMTA's capital budget ability, and a later closure focused on replacement of the train control system. The latter is scheduled in the 5 to 7-year timeframe. Director Tumlin said it may be possible to accelerate but it is work that can't be done in the immediate time horizon. He said SFMTA will need to develop a comprehensive plan that develops scenarios around the possibility of federal funding availability.

Director Kirschbaum added that all of these timelines assume that SFMTA is creative and nimble and that SFMTA comes together within its own agency and across partner agencies. She noted that most of the improvements she has been mentioning would take two, three or even four years normally.

Commissioner Haney asked about the impact on the Central Subway and how disruptive this construction would be, if at all, to surrounding residents and businesses.



He noted that residents and businesses had experienced challenges due to the construction impacts of past projects and emphasized the importance of considering how those challenges may be further impacted by COVID.

Commissioner Mandelman said he was inclined to echo Commissioner Mar's to see transformative change and to give SFMTA the necessary time to significantly improve the experience of riders. However, he also acknowledged that he does have concerns about promising transformative change, shutting down the subway for an extended period of time, and then finding major flaws that still cannot be fixed within a 12-18 month shutdown and that continue to bedevil the system. For instance, he referenced the current issue where trains cannot be moved out of the way if they break down due to the lack of pockets and places the trains can go away to - challenges that other systems don't face. He said it is worth thinking about what can and can't be fixed in this time frame and evaluating whether the benefits are significant enough that people will look back and think the improvements were worth the extended closure.

Executive Director Chang noted that the Transportation Authority staff already has discussed with Directors Tumlin and Kirschbaum that the agency will partner with them to further document and comprehensively assess the needs that have been discussed in order to justify the length of the closure. She added that it is important to not rely upon federal funds in the near-term as decisions need to be made soon, and that regional and state funds should be considered as well.

Director Kirschbaum completed the remainder of the presentation. Chair Peskin thanked Director Kirschbaum for her candor and her thorough presentation. He asked her to keep the Board apprised of any liability issues related to the splicer as they are determined.

Commissioner Fewer noted that she would defer to other Commissioner who have rail in their districts, which she does not. She asked if there is a way to detect which splices will fail.

Director Kirschbaum replied that there is not a way to do so at this time, but they think there is some potential to do so; thus, they are considering other options such as a dye test. It would still be labor intensive but less so than replacing all the splices on the surface.

Director Fewer asked if these splices are used by other agencies and, if so, are they looking to replace them in situations like a tunnel or subway.

Mr. Drane answers that splices are necessary in line work as a transitional maintenance part and that Muni has used splices for decades and they have only recently faced this quality issue. He explained that SFMTA is focusing on determining when they received the flawed splices and where they were placed. They are also working with a metallurgist on various testing options to narrow down the amount of splices in the system that need to be replaced. He emphasized that splices themselves are not the issue, rather the problem stemmed from a batch that was of poor quality.



Commissioner Fewer said that she wants to look more long-term. She pointed to new development in the works such as in District 7, which will lead to higher public transit ridership and this opportunity to improve the system will not happen again. She noted that eliminating the subway's dependence on splices would put Muni in a stronger position to serve these future transit riders.

Commissioner Yee agreed that the more aggressive strategies should be pursued. He added that SFMTA should continue with the M Line tunnel all the way to Park Merced. Commissioner Yee then asked if the light rail can operate in other areas of the system while the subway tunnels are shutdown, and specifically whether it would be possible to keep the new K L line in service to allow time to iron out issues with the new line.

Mr. Drane replied that the traction power system is divided into 140 sections, and it can be ironed out to very specific sections even within the subway. In 2018, during the Twin Peaks tunnel track replacement project, 3 miles of service was shut down, but the metro tunnel and many other surface lines continued to operate through a 90-100 day shutdown. He affirmed that the system can be subdivided and operated electrically. Director Tumlin said SFMTA is considering how to operate portions of the surface rail system while keeping the underground subway closed.

Director Kirschbaum stated that they will need to really understand the tradeoffs related to staff resources because the same staff that will be responsible for caring for the system and responding to incidents on the surface rail are the same staff that have the potential to do work in the subway. She said the real benefits of maintaining some surface rail is it keeps the rail skills sharp and it frees up buses to redirect to areas experiencing crowding.

Chair Peskin appreciated that attributing the subway shutdown to a COVID case in the Transportation Management Center was not part of today's presentation, though it had initially been cited by the SFMTA as a cause along with the splices a couple days after the shutdown. He said it was correct for the city and the SFMTA to specify that the fundamental cause was quality control due for a failed \$200 part known as the splice. Chair Peskin asked if the antiquated technology that was in use when he and then Supervisor Dufty went to the control center in the West Portal tunnel has been replaced or if it was still the same worn out 40-year old system.

Director Kirschbaum replied that it is the same worn out, 40-year old system, and said replacing this technology is the centerpiece of SFMTA's capital program as well as the recommendations that emerged from the Muni Performance Working Group that that be replaced and the work is proceeding. She said there is no scenario that this is a 12-month project given its complexity and extent. She said it is more like a 5 to 7-year project.

Director Tumlin added that project is in the capital plan and thanked the Transportation Authority for its help in getting the first \$40 million awarded to the replacement of the train control system.



Chair Peskin asked if Bob Sergeant, transit consultant for the Transportation Authority, had anything to add and thanked him for the initial questions he had sent early on to the SFMTA on the rail service shutdown.

Mr. Sergeant thanked Directors Tumlin and Kirschbaum for their transparency and candor. He said that they talked about an alternative to the wires in their presentation and he noted that this is being considered within the Downtown Extension project within the Salesforce Transit Center as it precludes people from touching or throwing items onto active wires. This is something that is being considered in other parts of the United States, as well.

Chair Peskin concurred with Mr. Sergeant's comment on SFMTA's transparency and candor noting we should use this opportunity as best we can.

During public comment, Aleta Dupree thanked them for the presentation, but expressed dissatisfaction regarding the quality assurance performed on the materials. She referred to BART's systems for maintaining control systems during COVID. She also said she does not think the closure should be all or nothing, mentioning that the New York City subway pre-COVID performed maintenance and construction even though it runs 24 hours per day. She encouraged officials to step up and not just look at being acceptable but building a railroad that is great and legendary.

Roland Lebrun spoke about the importance of not relying on external quality assurance/quality control and asked if SFMTA had performed tensile tests on the rest of the splices and if not, why not. Second, he asked if SFMTA used specific torque specifications to tighten splices and if not, why not. Lastly, he asked whether Siemens could recalibrate the new trains with battery back-up sufficient to propel the trains to the next station in the event of catenary failure.

Francisco Da Costa shared history about the 3rd Street light rail, which was originally supposed to be on Geary. He said prior to the light rail, the 15 bus provided better transit service. He expressed a desire to hear from the unions, drivers, and operators as part of these types of discussions.

David Pilpel said this was exactly the kind of transit service policy discussion needed to address current challenges and he asked that the operational and passenger tradeoffs be discussed in addition to cost and schedule. Mr. Pilpel said there should be 1 or more townhalls to get input given how many people are impacted by the subway shutdown. He also asked whether the new Siemens vehicles cause more stress on the overhead wires and splices compared to the Breda fleet. Lastly, Mr. Pilpel said when he rode the rail system on the first day of the restart of rail service, he did not see that all of the overheads lights had been replaced in the subway stations or that the subway walls had been washed to remove grime and trash and asked that these things be done before the next restart.

6. State and Federal Legislation update - INFORMATION/ACTION

Due to time constraints, item 6 was deferred to the call of the Chair.



7. Program \$4,308,164 in Prop AA Vehicle Registration Fee Funds to Three Projects and Amend the 2017 Prop AA Strategic Plan - ACTION

Mike Pickford, Senior Transportation Planner presented the item.

There was no public comment.

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

The item was approved without objection on the following vote:

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

Absent: (0)

8. Allocate \$10,645,271 and Appropriate \$60,000 in Prop K Sales Tax Funds, with Conditions, and Allocate \$3,664,159 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Nine Requests - ACTION

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

Commissioner Fewer shared that she is delighted to move forward with the Golden Gate Park Sustainable Travel Study. She stressed the importance of open space access for residents particular at present and said she wanted to ensure that we are looking at plans for access to the park through an equitable lens. Commissioner Fewer stated that one key priority is to improve accessibility into the park for people with disabilities to also be able to access institutions (museums) that serve all visitors. She recognized that the park is a neighborhood, citywide and regional destination as well. For that reason, she said the study will convene a diverse set of stakeholders in a working group including residents adjacent to the park, representatives of Districts 1, 4, 5 and 7, park institutions, public agencies, advocates, community organizations, businesses adjacent to the park, and visitors. She thanked Supervisor Mar for his enthusiasm and commitment to advancing a sustainable vision for connections to Golden Gate Park.

With respect to the Fulton Street Safety Project, Commissioner Fewer highlighted that this traffic safety project will bring needs changes to the high injury corridor. She described the proposed improvements and how it will put people first and make it safer for everyone. She thanked WalkSF and her 15,000 neighbors who participated in the process via surveys, walk audits, open houses and more to amplify the vision to a safer Fulton Street.

Commissioner Haney referenced comments made during the CAC Chair's Report where it was heard that the concerns about the lack of Slow Streets in District 6 are very strong for Danielle Thoe, the District 6 CAC representative as well as for residents, organizations and leaders in District 6, himself included. He said its gotten to the point where the District 6 CAC representative has called for the funding for Slow Streets to be put on hold until both Districts 6 and 7 are included. Commissioner Haney said he expected more progress on emergency response to have been made in District 6 on Slow Streets and noted the district seemed to be treated differently in many ways with



an entirely different category of emergency streets, a different program that also seems inadequate. He asked SFMTA staff if they could describe the next steps for District 6 as it relates to Slow Streets and/or securing funding for making some of the emergency street changes permanent in District 6. He added that he supports the Slow Streets Program and doesn't want to hold up the funding for the program but wants a sense of how District 6 needs will be addressed when the District has almost entirely been excluded from the Slow Streets Program. He ended by noting that the majority of streets in District 6 are on the High Injury Network and warrant special attention.

Jamie Parks, Livable Streets Director with SFMTA responded by expressing appreciation for the unique needs of District 6 and for Chair Haney's leadership. He added that the addition of Slow Streets has been one of the many tools that are a part of the COVID response, however this tool has not been applicable to a lot of the streets in District 6. He provided examples of other improvements where Slow Streets are not applicable such as adding a play street on Folsom, a play street on Turk in the Tenderloin, and sidewalk widening on Jones Street. Mr. Parks shared that the SFMTA is committed to meeting the goals and needs of the neighborhood and is open to working with Commissioner Haney's office to identify the opportunities and the changes that are needed.

Commissioner Haney appreciated Mr. Parks comments and acknowledge that Slow Streets is only one of many tools available, but that the tools being deployed in District 6 have been inadequate. He said work has been done on Jones Street, but has been minimal and there is a need to look at more permanent solutions. Similarly, he said he appreciates Turk street but believes it is only one block for a few hours on Saturday and has only been held once, which isn't enough. He emphasized that SFMTA has heard concerns about progress being too slow and has heard this from the neighborhood, from the SFMTA Board, himself and now the CAC.

Mr. Parks responded that if there are changes that need to Jones Street or other places be made to provide more durable materials, SFMTA can look into this. He gave the concrete barriers as an example, which SFMTA is renting since it wasn't clear initially how long it would be needed.

Commissioner Haney asked Jamie to speak on the funding needs exist for the emergency streets program in District 6 and the Tenderloin, and how much has been spent on the street treatments so far.

Jamie responded that majority of the funds have been spent on the staff expenditures estimating roughly over \$100,000 on staff labor facilitating the approval and design of play streets and shared spaces. He said the Jones design and implementation for renting of barriers and striping and signs and was a little of 150,000 and they have worked out a maintenance contract with Tenderloin Community Benefit District (TLCBD) to help some of the maintenance needs on the street of the Tenderloin, which he thought was roughly around \$50,000. He also shared they are continuing to advance the quick build program in District 6 and have allocated around \$1.5 million dollars to



deliver quick build in the next several months in Leavenworth, Golden Gate, Embarcadero and Howard street.

Commissioner Haney commented on the streets that were explored for Slow Streets but were not able to be secured. He asked how many streets in District 6 were identified through community surveys for Slow Street treatments.

Mr. Parks responded saying he thought there might be about ten and said that he can provide a full list to the Commissioner following the meeting.

Commissioner Haney reiterated his support for funding the Slow Streets request as is, but shared he continues to share the concerns of the District 6 CAC representative about the exclusion of District 6 streets from the Slow Streets Program and that they are being treated differently and in a way that has been inadequate. He asked for the SFMTA to come back to present updates in the future.

Mr. Parks agreed to return with an update at a future meeting.

During public comment, Brian Haagsman, WalkSF Vision Zero organizer, expressed WalkSF's strong support for the Fulton Street Safety, Golden Gate Park Sustainable Travel Study, and Bayview Community Based Transportation Plan Implementation and thanked SFMTA, all the community members who contributed to these improvements and commissioners' offices for supporting the funding requests.

During public comment Brian Wiedenmeier spoke in favor of the Fulton Street Safety, Short-term Bike Parking, and Bayview Community Based Transportation Planning Implementation. With respect to Slow Streets, he echoed Commission Haney's comments about geographic equity for this program, noting needs in the Tenderloin and South of Market are great. Finally, he commented on the Golden Gate Park Sustainable Travel Study and said they are in full support of the study and looking forward to a process that helps ensure access to the park and all amenities in it, particularly for seniors and persons with disabilities, while preserving what has become a treasured asset, car-free space on JFK Drive.

During public comment CAC District 6 representative, Danielle Thoe, thanked Commissioner Haney for his support on Slow Streets and finding space for recreation in District 6. She stated that some of the challenges around implementation in the district come back to how the streets in the SOMA and Tenderloin are designed to be freeways for the rest of the city. She noted that the pandemic has really highlighted the need to make large scale changes to streets in the Tenderloin to prioritize the most vulnerable street users.

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

The item was approved without objection on the following vote:

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

Absent: (0)



9. Adopt the Alemany Corridor Safety Project Final Report [NTIP Planning] - ACTION

Victoria Chong of SFMTA presented the item

Commissioner Safai commented he is happy being able to move this study along with SFMTA quickly even with COVID. He commented about the dangerous conditions on the corridor with almost weekly collisions, speeding, and damage to home and property. He noted this corridor was originally designed for a different period in time when it was designed as a small freeway and cut through, but now is time to update the design and add improvements that change traffic patterns. He said the SFMTA has committed to putting funding in this year's budget to install a signal at Theresa and Alemany, which is a big step forward. He said the subject funding request makes improvements throughout the corridor such as adding crosswalks and daylighting that will make a significant impact towards improving safety in the corridor. Commissioner Safai thanked Victoria Chong and SFMTA staff for their hard work and creativity towards this project and its funding, and he also appreciated community members for their participation in this process. He said funding is lined up for many of the short- and mid-term improvements and he will continue to work on securing additional funding.

Commissioner Yee thanked Commissioner Safai for his leadership and efforts towards the Alemany project, noting he was familiar with the corridor since he used to live on the corridor and found it frightening to cross the streets as cars would never stop to allow him to cross.

There was no public comment.

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

The item was approved without objection on the following vote:

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

Absent: (0)

10. Adopt the Proposed Fiscal Year 2020/21 Budget and Work Program - ACTION

Cynthia Fong, Director for Finance and Administration, presented the item

There was no public comment

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

The item was approved without objection on the following vote:

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

Absent: (0)

11. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$7,075,000 - ACTION



12. Approve the Revised Procurement Policy and Travel, Conference, Training and Business Expense Reimbursement Policy - ACTION

Chair Peskin called items 11 and 12 together.

Cynthia Fong, Director for Finance and Administration, presented both items.

There was no public comment.

Commissioner Walton moved to approve item 11, seconded by Commissioner Fewer.

The item was approved without objection on the following vote:

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

Absent: (0)

Commissioner Ronen moved to approve item 12, seconded by Commissioner Yee.

The item was approved without objection on the following vote:

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

Absent: (0)

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced

14. Public Comment

There was no general public comment

15. Adjournment

The meeting was adjourned at 12:30 pm