



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 8, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 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 (1)

2. CAC Chair's Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the December 2 CAC meeting on the lengthy discussion surrounding the tentative Prop K allocation for the Portrero Yard Modernization Project, which he added is pending demonstration to the Board of the business case analysis to support the use of the proposed joint development project delivery method. He said the CAC members were interested in the proposed mix between low, affordable, moderate, and market rate housing that may be part of the requests of proposals for the project. He also shared the concern about reimbursing proposers up to \$500,000, to which staff commented that with the delivery method under consideration a significant investment would be required from proposers. He added that the San Francisco Municipal Transportation Agency (SFMTA) would own the intellectual property and the design proposals that could be useful and incorporated into the current and future projects. He said that the CAC still raised questions about the public/private partnership model being proposed including risk allocation and cost containment strategies, however in the end, the CAC approved recommending the Prop K/AA allocations with the amendment that there should be regular presentations to the CAC on the Portrero Yard Modernization Project as it progresses.

Chair Larson also reported that among the remaining five requests, the CAC members were glad to see the 30-foot neighborhood buses would be purchased and that it represented a commitment to restore neighborhood bus routes in the future. He shared however that some CAC members questioned the timing of the expenditures as ridership is currently still low. He said that District 11 CAC member, Robert Gower, questioned why the timelines of the traffic calming request were so long and not slated to be completed until 2022. Chair Larson added that he shared this concern along with outer district CAC members whose projects tend to be a little less complicated and simple yet still took a long time to implement.

With respect to the 15 Third Bus Study Final Report proposal, Chair Larson reported that the CAC expressed great enthusiasm, especially towards the expansion of the route up the hill into Hunter's Point. He added that it provided redundancy with other existing but less frequent routes and provided a direct connection to downtown. He said that it was also positive to learn that the Bayview neighborhood was protected



the most by SFMTA in terms of preserving transit service because the number of essential workers in that community and because the neighborhood was hit the hardest by the pandemic.

Regarding congestion pricing outreach, he shared that the CAC learned of the challenges of conducting robust outreach on a new concept in the midst of a pandemic. He said they shared the same concerns that they heard during public comment such as the proposed boundaries for the congestion zone, equity impacts, and local discount pricing for people living inside or near the edge of the zone that may have to cross in and out frequently. He added that the lack of data sharing by TNCs, which could greatly assist in determining boundaries, was raised. Chair Larson shared that in the end the CAC recommended approving the funds for additional outreach and study refinement.

Lastly, on behalf of the CAC, Chair Larson thanked the staff for making the transition to remote meetings while maintaining a high standard in their work and the information they present to the Committee. He also thanked Commissioner Yee for the opportunity he has given him to sit as the District 7 representative on the CAC for 6.5 years.

During public comment, David Pilpel complimented staff on the minutes. He also shared his appreciation towards Chair Larson conducting a good CAC meeting.

3. Approve the Minutes of the November 17, 2020 Meeting - ACTION

There was no public comment.

Commissioner Fewer motioned to approve the minutes, seconded by Commissioner Mandelman.

The minutes were approved without objection by the following vote:

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

Nays: (0)

Absent: Commissioner Mar (1)

4. Adopt the 15 Third Bus Study Final Report [NTIP Planning] - ACTION

Hugh Louch, Deputy Director for Planning presented the item.

Commissioner Walton thanked the Transportation Authority for conducting the study and being responsive in doing what the community wants to do and the SFMTA for bringing back a piece of history while improving transportation. He added that the community is excited about the 15 Bayview Hunter's Point express, which is something they have been asking for.

During public comment David Pilpel said part of the stated reason to try the study is the unreliable T line rail service and asked how this is still a problem. He said that he has no issue with a pilot project to determine the viability of the service but asked if it is the right time to do it. He also asked if there is a time frame and evaluation criteria to determine whether to make the service permanent and asked if it would result in less service on the duplicate and parallel Muni routes. Mr. Pilpel also added if vehicle availability is a constraining factor, then adding the new service would delay restoring



other routes elsewhere in the city. He asked how the proposal relates to commitments already made regarding transit service to serve the Hunter's Point shipyard development. Lastly, Mr. Pilpel said that it would add an express service at a time when other express services are not operating.

Mr. Louch introduced Sandra Padilla, SFMTA, to share concluding words on the short-term implementation plans.

Ms. Padilla said the route will come into service as part of their January 23 service change. She added that the J church and T Third routes going back to trains is what is making the new service possible. She added that everything the SFMTA is doing currently is on a temporary basis and that SFMTA will be conducting an analysis in March 2021 to evaluate the new route, adding that ridership will be a part of that evaluation.

Chair Peskin confirmed that the evaluation would take place two months into the routes being implemented and added that it would be a small data set.

Ms. Padilla replied yes and added that they will be analyzing the entire system. She acknowledged that given it is a short term to gather data for, she said they would continue running the service for a longer time before analyzing again and making any decisions on ridership and how it is serving people.

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

The item was approved without objection by the following vote:

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

Nays: (0)

Absent: Commissioner Mar (1)

5. Allocate \$16,878,202 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Five Requests - ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum. She noted that the SFMTA had requested a delay in consideration of the Replace 30 30-foot Hybrid Motor Coaches project until January 2021 to allow the project team to prepare a presentation of the financial benefits, purpose and timing of the project.

Commissioner Safai spoke in support of the Excelsior Neighborhood Traffic Calming project, and said it had strong community support. He thanked Transportation Authority and SFMTA staff for their efforts on the project. He expressed appreciation for changing the approach from a block by block petition approach to a proactive neighborhood planning process.

Commissioner Preston spoke in support of the Page Street Neighborway, saying that he was particularly excited about the City's first raised intersection. He said the project would improve safety and connect John Muir Elementary School to the adjacent park. He thanked Transportation Authority and SFMTA staff, the Market-Octavia CAC and the Hayes Valley Neighborhood Association for their support of the project.



Chair Peskin spoke in support of the Joice Alley Lighting Improvements. He called attention to a new book by Gary Camilla highlighting Joice Street, and said it was about time the street got good lighting.

Commissioner Safai added a comment on Excelsior Neighborhood Traffic Calming project, noting that the approval process with the SFMTA and the Fire Department was very circuitous, and that it wasn't acceptable that final approval for some of the Excelsior improvements wasn't expected until 2022. He asked that the agencies try to expedite the implementation timeline.

During public comment, David Pilpel asked if all these requests were needed at this time, given uncertainties at SFMTA and in general. He said that he appreciated the SFMTA's decision to delay the allocation request to fund replacement of 30' buses. He said that the Transportation Authority should scrutinize each request. He said that as sales tax revenues change, prioritization of projects for funding may also need to change. He asked whether, with the Octavia Improvements Study expected in Fall 2021, it was premature to fund the Page Street project at this time. He said that continuing to restrict traffic on certain streets in the area would continue to put more traffic on Oak and Fell and concentrate congestion on those streets.

Kristen Leckie, Senior Outreach Coordinator with the San Francisco Bicycle Coalition (SFBC), said, they were calling to convey strong support for the Page Street Neighborway project. They thanked Commissioner Preston and the SFMTA for leadership on the project and said that SFBC had been working on the project for years. They said that the bulb outs and raised intersection included in the project would result in a major pedestrian safety improvement and would complement bicycle safety improvements that are already in place.

Brian Haagsman, Vision Zero Organizer for WalkSF, said that he supported the proposed Prop AA and Central Freeway parcel funds for the Page Street project. He thanked SFMTA and Commissioner Preston for their work on the project. He said that currently Page Street was not working for everyone, as there were crashes involving people walking, biking and driving. He said it had already been two years since this project was approved and that it was important to move this project forward since there were only four years remaining for the City to meet its Vision Zero goal.

Hana Creger, Environmental Equity Program Manager for the Greenlining Institute, said she was calling in support of continued funding for the Transportation Authority's Downtown Congestion Pricing Study (Item 7). She said that the project had been very innovative in embedding equity in community engagement strategies. She said she had been impressed by efforts, including partnering directly with community organizations and co-creation workshops with the project's Policy Advisory Committee. She said the project team had successfully adapted their outreach strategies and kept them very high quality, despite pandemic related circumstances. She said that Greenlining had written about the project and shared with other cities around the country. She said she believed it was important to highlight and share the Transportation Authority's engagement strategies as a best practice, as they are relevant to all transportation planning and decision making.

Jason Henderson, Vice Chair of the Market & Octavia Community Advisory Committee, said he was calling with enthusiastic support for the Page Street Neighborway project. He said the project connected schools, parks, and housing. He



said that during the pandemic, things had gotten worse at the intersection of Page and Buchanan Street because Buchanan had become a north-south cut through street for drivers exiting the freeway at the Mission ramp. He said that there was a lot of stop sign running and that the project would be important to address that. He said that long term, Oak and Fell streets were a chronic congestion issue that needs to be addressed holistically along the entire length of the corridor. He said that the project area was disproportionately burdened with other people's congestion that caused particulate pollution and a hostile situation on the street. He said that this was a very tenant-rich, dense part of the city, with a lot of car-free and car-lite households that were doing the right thing, while having to put up with chronic congestion. He said that the Page Street Neighborway project was exactly what was needed and that the project was mitigation for a previous Transportation Authority study of Octavia Boulevard.

Chair Peskin proposed that the resolution be amended to remove the 30 30-foot Hybrid Motor Coaches allocation, change references to the number of requests from five to four, and reduce the total Prop K allocation amount to \$682,600.

The motion to amend the resolution was approved without objection.

Commissioner Preston moved to approve the item as amended, seconded by Commissioner Fewer.

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

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

Nays: (0)

Absent: Commissioner Mar (1)

6. Approve \$1 million in Former Central Freeway Parcel Revenues for the Page Street Neighborway Project - ACTION

Mike Pickford, Senior Transportation Planner presented the item.

Commissioner Preston emphasized that it was a great opportunity to use the parcel funds to help avoid delays of the implementation of the Page Street Neighborways project. He added that he is looking forward to utilizing the remaining funds when they receive the complete recommendations from the Transportation Authority's ongoing study on Octavia that is to be completed Summer 2021. He thanked everyone involved - agency staff, the Market & Octavia Community Advisory Committee, and community members, and urged his colleagues to support the project.

During public comment Kristin Leckie, Senior Community Organizer with San Francisco Bicycle Coalition expressed strong support towards the request. She said they are a few steps away from completing major pedestrian safety improvements and added that the funding would allow the SFMTA to move forward with construction. She said she looks forward to working with SFMTA and Commissioner Preston's office to continue work in prioritizing walking and biking along Page Street.

Jason Henderson, Vice Chair of the Market & Octavia Community Advisory Committee, said that a previous Transportation Authority study called for prioritizing



Page Street as a walkable, bikeable street. He said that the Page Street Neighborway project was exactly the type of project that the proceeds from the Central Freeway parcels were intended to fund and that the project was spelled out in the 2008 Market and Octavia Plan.

Commissioner Preston thanked his Legislative Aide Preston Kilgore for his work on the project.

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

The item was approved without objection by the following vote:

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

Nays: (0)

Absent: Commissioner Mar (1)

7. Appropriate \$550,000 in Prop K Funds for the Downtown San Francisco Congestion Pricing Study - ACTION

Colin Dentel-Post, Senior Transportation Planner, presented the item.

Commissioner Haney asked for more detail on the proposals for resident discounts.

Mr. Dentel-Post responded that two of the three scenarios (slide 27) have broader and deeper discounts on the basis of income while one scenario has a resident discount.

Commissioner Haney asked to confirm that in some cases zone residents would be charged for trips that leave the zone and then return home.

Mr. Dentel-Post confirmed that in the scenarios without a resident discount, high-income residents would be charged the full fee during peak periods to cross the zone boundary but would not be charged to drive within the zone.

Commissioner Haney said he was sure there would be lots of discussion and concern about people being charged to leave their homes and return and asked to clarify where the proposed boundary would be.

Mr. Dentel-Post referenced slide 28 in the presentation that shows the current thinking about the boundary. He explained that the zone was relatively large in part to avoid traffic increases in the neighborhoods just outside the zone.

Executive Director, Tilly Chang said that staff had received feedback from Mission Bay employers saying they wanted to be outside the zone, and that staff was still considering what the minimum size of a zone would be that would remain effective.

Commissioner Haney asked if decisions about whether neighborhoods like Mission Bay were inside or outside the zone was based on the amount of congestion or feedback received.

Director Chang said it should be based on both technical needs and public input, noting that most congestion was in the core but that Mission Bay would have more congestion as it developed.

Mr. Dentel-Post noted that the map in the presentation showed congestion levels



before the pandemic, but the next round of analysis would look at a future year when Mission Bay would be more built out.

Commissioner Haney said he wanted to underscore his concern about charging people who live within the zone and that he did not think charging people to leave home was the main goal of congestion pricing, but that the main problem was people commuting into the area. He said scenarios that did not have deep discounts for zone residents did not seem fair.

Commissioner Preston said it would benefit the Board and the public to have a better understanding of what the implementation timeline would be and what would be the next steps after the report was completed if the recommendations were adopted and the Board said to move forward.

Mr. Dentel-Post replied if the Board asked staff to move forward with the recommendations or a modified set of recommendations that there would be additional work to detail how the system would work, conduct environmental review, and pursue state authorizing legislation. He added that these steps would involve additional outreach and said the soonest implementation could likely happen would be three to five years after completion of this study.

Director Chang added that when pricing could start would also depend on whether state and federal funding were available to support startup costs and ensure that transit options with sufficient capacity are available on day one. With respect to Commissioner Haney's question about zone residents, Director Chang said that London had a zone resident discount, but Stockholm did not. She also said that about 75 percent of driving trips in northeast San Francisco originated from within the city, of which almost 60 percent were from within the congestion zone itself. She said 25 percent of all downtown drive trips were Transportation Network Company (TNC) trips.

Commissioner Preston asked what the strategy was for state authorization and if a fully developed proposal was needed before discussions could begin with the Legislature. He observed that even trying to get authorization from the State to lower speed limits in San Francisco was a heavy lift and multi-year endeavor.

Director Chang said that staff has had ongoing conversations with members of the state legislature regarding authorization for a program like this. She said several years ago, Assemblymember Bloom had introduced a spot bill with Senator Wiener to authorize up to four congestion pricing pilot programs in the state. She noted that LA Metro and the City of LA are actively studying congestion pricing and that San Diego and Sacramento regions have expressed interest as well. Director Chang said legislation would not be easy to pass at the state level and staff would seek Board guidance.

During public comment, David Pilpel said he was undecided on congestion pricing but supported the additional outreach and funding allocation. He said it was important to recognize the world had changed post virus and there may be a need to revisit assumptions, particularly land use, housing, and transportation demand projections.

Karin Flood of the Union Square Business Improvement District (BID) said the BID was very concerned about congestion pricing and it would hit the downtown area and



Union Square disproportionately. She said this was not the time for looking at congestion pricing, given that business was down, there are no conventions, no office workers or tourists coming. She said the patterns of office work may change, and this [congestion pricing] could be another barrier to recovery. She said the study took it as a given that congestion pricing would be implemented. Ms. Flood commented that the budget was a lot to spend on a study.

Kevin Carroll, Executive Director of the Hotel Council of San Francisco said he was opposed to the item, that this was not the time to consider congestion pricing, and if pricing were implemented it would negatively impact businesses. He said the study should include an economic impact analysis. He added that cities with congestion pricing all had world-class transit systems and implementing pricing without good transit would not make sense. He asked the Board not to move forward with congestion pricing.

Mark Beaver said his hotel on Market Street was one of the few that had stayed open, but it had not been easy, and that himself and many of his colleagues have taken pay cuts to stay on. Mr. Beaver said that this was not the time to consider congestion pricing, that spending resources on the study was tone deaf, and that traffic patterns in the future would not be the same as they had been before the pandemic and the study should not be relying on pre-pandemic data. He said that London's congestion pricing program was supported by a world-class transit system and that San Francisco would need that first. He urged the Board not to approve the item as it is not the right moment for such a program.

Stephen Cornell, Vice President of the Polk District Merchants and Legislative Chair of the Council of District Merchants said the proposal was not a downtown congestion pricing study but a neighborhood congestion pricing because the study area included nine different neighborhood districts. He said there had not been an economic impact study, particularly how it would affect the neighborhoods and how it would affect deliveries to the stores that rely on deliveries coming in and out in the morning, and that the study team had not done outreach to trucking companies or merchants about delivery patterns. He said congestion pricing would harm business districts within the zone. He noted studies completed before June of next year would not be well done since the many city workers in the Civic Center area would not be returning to work in their offices until after June 2021.

Brian Haagsman, WalkSF Vision Zero Organizer, expressed support for the item. He said congestion pricing could be transformative, but only if the city does it right which requires really understanding how it would impact people across the city and the region. He said WalkSF had done initial outreach on pricing and found that it takes time to get into the conversations about tradeoffs and priorities. He said that even during the pandemic the Transportation Authority had done creative outreach through a variety of online and offline channels. As a member of the Policy Advisory Committee (PAC), he observed that the group was still engaged and willing to participate in the additional meetings to work through the many policy implications to strengthen the proposal.

Hayley Currier, Policy Advocacy Manager with TransForm supported the item and said she has been participating on the PAC since its inception and that congestion pricing could be a cutting edge tool if it was designed to center equity with positive health and safety effects including zone residents. She said the Transportation Authority was



doing an excellent job of getting feedback from impacted communities and that the outreach process could be a model for elsewhere.

Tracy Sylvester, owner of EHS Pilates on Valencia, on the board of the Mission Merchants Association, and on the legislative committee of the Council of District Merchants. She said she supported the idea of more outreach, but that the study needed to include an economic study to assess the impacts of congestion pricing on small businesses. She said the study should be paused until after the pandemic has passed, and that the most impacted neighborhoods would be downtown but there would also be impacts elsewhere.

Cat Carter, San Francisco Transit Riders, said the organization had been involved in the PAC and that outreach needed to continue to ensure we get this right. She said pricing was an important tool to increase transit ridership, improve access to downtown and improve safety.

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

The item was approved without objection by the following vote:

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

Nays: (0)

Absent: Commissioner Mar (1)

Other Items

8. Introduction of New Items - INFORMATION

There were no new items introduced.

9. Public Comment

There was no public comment.

10. Adjournment

The meeting was adjourned at 11:48 a.m.