



# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, December 15, 2020

### **1. Roll Call**

Chair Peskin called the meeting to order at 10:03 a.m.

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

**Absent at Roll Call:** Commissioner Safai (entered during item 4) (1)

### **2. Chair's Report - INFORMATION**

Chair Peskin expressed appreciation for the two departing Commissioners Norman Yee and Sandra Fewer. He said that they both provided true leadership on transportation safety and equitable access for the City and their districts while on the Transportation Authority Board. He highlighted Commissioner Yee's accomplishments during his term which commenced in 2013. Chair Peskin shared that Commissioner Yee helped create the Vision Zero Committee, serving as Vice Chair for two years and then leading as Chair for the next five.

He shared that during that time, Commissioner Yee passed numerous pieces of legislation and led myriad traffic safety policy initiatives including requiring telematics in city vehicles, calling for the prioritization of safety measures over traffic and parking, and expanding daylighting citywide. He said that he championed funding and accountability for Quick Builds, traffic calming, red light enforcement, and other actions to protect seniors and all road users. Chair Peskin shared that Commissioner Yee advocated alongside WalkSF and Bay Area Families for Safe Streets, both locally in Sacramento and nationally in Washington DC at the capitol. He thanked Chair Yee for his accomplishments and for leading efforts like the M-Line undergrounding study, and bike/ped path study around Lake Merced, among other District 7 efforts.

Chair Peskin highlighted Commissioner Fewer's accomplishments during her term which commenced in 2017, and said that though her time was short, she led many initiatives around traffic safety and access in District 1, including on Fulton and California streets, after devastating crashes. He shared that she sponsored the Golden Gate Park edges study and the recently started Golden Gate Park Access Study of JFK Drive. He said that she led the call to bring rail to the west side of San Francisco and met with the Bay Area Rapid Transit (BART) District General Manager and Executive Director, Tilly Chang to lay the foundation for those plans. He added that as Chair of the Board's Budget Committee, Commissioner Fewer ensured transportation funds for major infrastructure projects, and supported key smaller efforts in each district. Chair Peskin shared that in 2019, along with Supervisor Vallie Brown, she created the Office of Racial Equity, resulting in the Transportation Authority being among the first to submit a racial equity plan in response.



Commissioner Yee thanked Chair Peskin for his kind remarks and thanked the Board and agencies for supporting every project he brought forward. He also shared two other projects he started around pedestrian safety during his term which included bringing back student crossing guards and also creating their own version of Ed's Neighborhood. He encouraged the Board to keep these programs on their radar as they helped emphasize the importance of pedestrian safety for kindergarteners and first graders.

Commissioner Fewer thanked Chair Peskin for his remarks and Commissioner Yee for his leadership around transit. She said her term was short with a steep learning curve, and thanked her aide Angelina Yu, who assisted with educating her on transportation, and getting in touch with her constituents about plans in the neighborhood on how to slow traffic down, making it safer for everyone. She shared that both herself and Commissioner Yee have been hit by vehicles in intersections and know firsthand how dangerous crossing the streets can be. She thanked the Transportation Authority for their efforts in steering them in the right direction for transportation safety as well as their collaboration with San Francisco Municipal Transportation Agency (SFMTA) on the traffic calming in her district. Commissioner Fewer commended her colleagues for being advocates for their neighborhoods, and knowing their streets and intersections really well, being able to guide the work of the Transportation Authority and SFMTA around what is needed in their neighborhoods to better serve their constituents. She said it has been an honor to serve with the Board and thanked the public servants for their hard work in delivering a good and safe transportation system for all of San Francisco.

Commissioner Yee thanked Executive Director Chang and staff for being such great partners with the Board.

During public comment Jodie Medeiros, Executive Director with Walk San Francisco thanked both Commissioners Fewer and Yee for their dedication to safe streets. She said there is a long list of Commissioner Yee's championship in legislation and resolutions and shared that one of the most significant measures was supporting Walk SF in establishing the San Francisco Bay Area Families for Safe Streets. She appreciated his leadership on the Vision Zero Committee and said that she hopes the attention continues as they quickly approach the city's goals of achieving Vision Zero in 2024. She also thanked Commissioner Fewer and recognized her efforts advocating for safe streets, and said they are grateful for her leadership towards improved safety in her district.

Alyson Geller, Engagement Manager with Walk SF echoed her colleague's remarks, and congratulated Commissioner Yee on his milestone, thanking him for making San Francisco Bay Area Families for Safe Streets possible. She thanked him for laying the foundation for Vision Zero and assisting with establishing the Transportation Authority's Vision Zero Committee and pushing initiatives like daylighting throughout San Francisco. She said they are inspired and encouraged by his leadership.

Jamie Parks, Livable Streets Director with SFMTA, said that achieving the culture change, which is at the heart of Vision Zero efforts, requires strong leadership and bold policy, both of which Commissioner Yee has provided. He continued by highlighting his accomplishments and said that he has been the forefront of pushing



the city government to do more. Mr. Parks also expressed his pleasure working alongside Commissioner Fewer on safety projects within the Richmond area. He commended her leadership in continuing to push the SFMTA to answer the tough questions.

**3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the item.

There was no public comment.

**Consent Agenda**

**4. Approve the Minutes of the December 8, 2020 Meeting - ACTION**

**5. [Final Approval] Adopt the 15 Third Bus Study Final Report [NTIP Planning]-  
ACTION**

**6. [Final Approval] Allocate \$682,600 in Prop K Sales Tax Funds and \$234,005 in Prop  
AA Vehicle Registration Fee Funds, with Conditions, for Four Requests - ACTION**

**7. [Final Approval] Approve \$1 million in Former Central Freeway Parcel Revenues for  
the Page Street Neighborway Project - ACTION**

**8. [Final Approval] Appropriate \$550,000 in Prop K Funds for the Downtown San  
Francisco Congestion Pricing Study - ACTION**

There was no public comment.

Commissioner Fewer moved to approve the consent agenda, seconded by  
Commissioner Mandelman.

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

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

Absent: (0)

**End of Consent**

**9. Allocate up to \$5,773,403 and Appropriate \$150,000 in Prop K Sales Tax Funds,  
with Conditions, for Potrero Yard Modernization - ACTION**

Commissioner Walton proposed that action on the item be continued to the call of the Chair. He said clarification was needed on major issues, including SFMTA's commitment to affordable housing and the fact that the staff recommendation included retroactive eligibility for portions of the requested allocation. He said the brief project description in the agenda packet mentioned housing as one of the proposed uses but did not mention the word "affordable." He expressed concern that the SFMTA would advance the project without a sufficient commitment to the housing affordability goals outlined in the Request for Qualifications (RFQ) of up to 100% below-market-rate and no less than 50%.



Anna LaForte, Deputy Director for Policy and Programming, Lycinia Iberri, Campus Planning Manager with the San Francisco Municipal Transportation Agency (SFMTA), and Ignacio Barandiaran, Principal at ARUP, and presented the item.

Commissioner Walton expressed appreciation for SFMTA's presentation but reiterated that he would like to the item continued until the District 9 and 10 commissioners could get sufficient clarity on the project priorities.

Chair Peskin agreed that issues such as these were best resolved up front.

Jeffrey Tumlin, Director of Transportation at the SFMTA, agreed and said SFMTA wanted to make sure that all questions were addressed, and priorities clarified before moving forward, including SFMTA's commitment to maximizing the number of affordable housing units in the project. He said it was important to the success of the project that it had the full support of the Commission and Board of Supervisors, so as to providing the strongest possible assurances to the private market. He said SFMTA would be happy to defer the item and looked forward to meeting with the district offices.

During public comment Peter Belvin with the Potrero Yard Neighborhood Working Group voiced his strong support for the project. He said the staff had done a good job of working with the neighborhood and bringing residents into various parts of the discussion. He added that investments in Muni were more important than ever and said that the proposed Potrero Yard Modernization project would bring tremendous benefits to the community. He said he was hopeful that the affordable housing issue could be worked out, because that element was an important part of the project.

Cat Carter, with San Francisco Transit Riders, expressed strong support for the Potrero Yard project. She said working conditions were unsafe and inefficient at the existing facility and that maintenance delays impacted all San Franciscans. She said the facility supported bus lines that were active throughout the pandemic and were therefore important contributors to the resilience of the City, and that delayed facility upgrades reduced the resilience of the public transit system and increased the risk of system failures.

Roland Lebrun of San Jose said the project was a small but important step toward allowing transit operations staff to overcome affordability barriers to living in the City and that it would improve safety for Muni by eliminating long commutes for workers.

Roger Marengo, President of the Transport Workers Union Local 250-A, expressed strong support for the safety and efficiency upgrades to the Potrero maintenance facility as well as strong support for the affordable housing component of the project. He advocated that the project include parking for the transit workers based at the facility. He said difficulties finding parking delayed the start of shifts for transit workers who had to commute from outside the City due to the cost of housing, noting that those delays are a health and safety issue and, in turn, caused delays to service that affected passengers throughout the system.

David Pilpel said he recognized the need for the project, but it wasn't clear to him that the timing of the project was right, given the shortage of capital resulting from the COVID pandemic. He also voiced support for inclusion of employee parking at the new facility, saying that the scope as proposed did not include parking for facility



personnel and this wasn't realistic especially considering that some start shifts very early in the morning or late at night.

A caller advocated that some of the proposed housing units be reserved for operators at the facility, and voiced support for inclusion of operator parking in the scope. He said that the facility operated 24 hours per day and that it was unrealistic to expect employees who have to live far outside the City not to drive to work. He said worker housing and worker parking should be priorities for a sustainable transit system.

Chair Peskin continued the item to the call of the Chair.

#### **Items from the Personnel Committee**

#### **10. [CLOSED SESSION] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2021 - ACTION**

#### **11. Set the Annual Compensation for the Executive Director for 2021 - ACTION**

Chair Peskin called items 10 and 11 together. He explained that the Personnel Committee met to discuss the performance evaluation and performance objectives for the coming year for Director Chang. He offered to convene in closed session if any member would like to do so. Chair Peskin reported that Director Chang's work during the 2020 year was rated by the Committee as outstanding. He shared that during closed session, the Personnel Committee evaluated salaries at other transportation agencies of similar, smaller and larger sizes and took into account that sales tax revenues are down, and that the Committee unanimously agreed on a 4% pay raise to the Executive Director's salary. He added that Director Chang has offered to return one half of a percent, resulting in a 3.5% pay increase.

Commissioner Ronen recognized and commended Director Chang's performance for the year and shared some high-level context behind the Committee's recommendation, which she acknowledged was a challenging decision considering the difficult financial times many are experiencing this year.

Executive Director Chang thanked the Commissioners and said that her review was an opportunity to proudly present the staff's accomplishments. She added that it is a pleasure to work with the Transportation Authority, supporting sister agencies, and the Board during these unprecedented times.

During public comment David Pilpel said that the Transportation Authority will possibly see a decrease in grants and other revenues in 2021, and in his opinion will have to shrink as the result. He asked if the 2021 performance objectives reflect the possible decrease and questioned if the salary increase is needed. He also proposed an edit to the Annual Compensation resolved clause in the last paragraph, to change the year "2019" to "2021". He noted that he did agree with the Committee's assessment of the Executive Director's performance.

Chair Peskin motioned to amend the resolution for item 11, to reflect the following changes: in the last resolved paragraph, change the year "2019" to "2021", and adjust the Executive Director's annual compensation raise from "4.0%" to "3.5%", seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:



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

Absent: (0)

Chair Peskin motioned to approve the item as amended, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

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

Absent: (0)

**Other Items**

**12. Introduction of New Items - INFORMATION**

There were no new items introduced.

**13. Public Comment**

There was no general public comment.

**14. Adjournment**

The meeting was adjourned at 11:28 a.m.