# *DRAFT MINUTES* **San Francisco County Transportation Authority**

Tuesday, February 23, 2021

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| 1. **Roll Call**   Chair Mandelman called the meeting to order at 10:09 a.m.  **Present at Roll Call:** Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)  **Absent at Roll Call:** (0)   1. **Chair’s Report - INFORMATION**   Chair Mandelman reported that he had been enjoying the return of outdoor dining through the Shared Spaces program. He added that he is working closely with the Mayor’s office to extend this into a permanent program, as well as the Slow Streets program. He said it has been refreshing to see the local businesses out in the streets and on the sidewalks again, but they also know they have a long way to go, and that the economic recovery will have to include the return of transit service that’s been severely limited during the pandemic. Chair Mandelman thanked Commissioner Melgar for her resolution calling on the restoration of community bus routes, and said he is encouraged by the conversations their offices are having with the San Francisco Municipal Transportation Agency (SFMTA) on that front so far. He also thanked Commissioner Chan for requesting a hearing on the city’s transportation recovery plans, that they will look forward to next month at second March meeting on the Transportation Authority.  Chair Mandelman also shared regional efforts that his office and the Transportation Authority staff have been busy working on. He said that he is pleased to see Bay Area Rapid Transit (BART) and Capitol Corridor’s [Link 21 vision](https://link21program.org/en) of a regional rail system for the 21-county Bay Area megaregion. He said that by connecting the Bay Area, Sacramento, San Joaquin, and Monterey regions, the rail vision would promote equity by better connecting displaced households with job centers, easing congestion, and improving travel times, and benefitting the economy and environment significantly, according to the Bay Area Council Economic Institute’s business case findings. He added that anchoring the plan was a second transbay rail link, which is potentially a standard gauge rail connection for services like Caltrain, High Speed Rail, Capitol Corridor, or BART. He added that the planning is just beginning and will take at least 20 years, with the possibility of service beginning in 2040.  Chair Mandelman also reported that he met with BART Directors Bevan Dufty and Janice Li to talk about how BART and San Francisco can coordinate more effectively on a range of issues. He said they discussed BART’s recent efforts to advance alternatives to policing and the use of ambassadors and social workers to ensure a safe experience for all riders, while providing the appropriate support and services for people experiencing homelessness or behavioral health issues at San Francisco BART stations, many of which are also Muni stations. He said he looks forward to partnering with BART leadership to stabilize and strengthen the regional transit system over the coming year, and he hopes they’ll have an opportunity to discuss this topic more with the Transportation Authority Board in the coming months.  Chair Mandelman also shared that he met with Transbay Joint Powers Authority (TJPA) leadership recently, to discuss their strategy and progress on the Downtown Rail Extension under co-management of TJPA and Transportation Authority staff. He said he looks forward to having similar conversations about regional governance and investments with Caltrain representatives soon as well.  Lastly, Chair Mandelman shared that his office has been working with Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), San Francisco Planning Department, and Transportation Authority staff on providing input on the Plan Bay Area equity alternative, which he reported on last month, saying that this is something that the San Francisco delegation, including Commissioners Ronen and Mar, pushed for as an alternative to MTC’s last minute changes to the final Plan Bay Area draft blueprint. He said that it would dramatically shift growth from suburban communities, especially rich areas of the Peninsula to some of San Francisco’s and the region’s most vulnerable communities. He expressed his sincerity in hoping to see a thoughtful and viable alternative land use scenario emerge out of the discussions before ABAG and MTC leadership are asked to adopt a final plan at the end of the year.  During public comment, Roland Lebrun suggested the Transbay Crossing service go live in 2030 versus 2040.   1. **Executive Director’s Report – INFORMATION**   Tilly Chang, Executive Director, presented the Executive Director’s Report.  Chair Mandelman expressed his excitement towards the expansion of the Essential Transit Card (ETC) program. He said it is a big deal for people in hard-to-reach areas that have lost their bus service.  There was no public comment.  **Consent Agenda**   1. **Approve the Minutes of the February 9, 2021 Meeting – ACTION** 2. **[Final Approval] Allocate $7,524,841, with Conditions, and Appropriate $60,000 in Prop K Sales Tax Funds for Thirteen Requests – ACTION** 3. **[Final Approval] Allocate $5,773,403 and Appropriate $150,000 in Prop K Sales Tax Funds, with Conditions, for Potrero Yard Modernization – ACTION** 4. **[Final Approval] Approve the 2021 State and Federal Legislative Program – ACTION**   There was no public comment.  Commissioner Peskin moved to approve the consent agenda, seconded by Commissioner Melgar.  The consent agenda was approved without objection by the following vote:  Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)  Absent: (0)  **End of Consent Agenda**   1. **[Final Approval] Allocate $11,634,000, in Prop K Funds, with Conditions, to San Francisco Public Works for Better Market Street - 5th to 8th Streets – ACTION**   Anna LaForte, Deputy Director for Policy and Programming, presented the item.  Commissioner Haney asked if staff from San Francisco Public Works (SFPW) and SFMTA would present on their responses to the various follow up requests he had made at the last meeting. He said SFPW and SFMTA provided him an update and that he relayed to SFMTA Director of Transportation Jeffrey Tumlin that he was not satisfied with the vague and non-committal response. Commissioner Haney said Director Tumlin indicated that they would provide more information at the Board meeting.  Britt Tanner, Senior Engineer with SFMTA, responded that they shared Commissioner Haney’s concerns and wanted to ensure that there was compliance with car-free Market Street. She said it was important to address the safety issues and to reduce traffic injuries and fatalities along the corridor. Ms. Tanner explained that the goal was to find the best solution between effective compliance and enforcement measures and to also have self-enforcing project design. She continued by saying that SFMTA would begin collecting data to help understand what is happening on the street. She said SFMTA intended to conduct a study in March 2020, but could not, due to the pandemic. Now, SFMTA would study how many cars were on Market Street and where they were, which would inform their enforcement plan. She confirmed that SFMTA committed to deploying Parking Control Officers (PCO) to Market Street but could not provide a specific plan until there was data to inform the deployment. She said SFMTA met with the San Francisco Police Department to discuss enforcement and confirm deployment of their traffic company to assist with enforcement at the beginning of car-free Market Street. Ms. Tanner explained that SFMTA emphasized using human resources due to the flexibility of deploying staff based on the data and that they would monitor the effectiveness and supplement as needed with additional police support or installing cameras at targeted locations. She said they focused on making car-free Market Street self-enforcing and would also install quick build measures such as required right turns and the conversion of Jones Street from one-way to two-way. For taxis, she said SFMTA would extend the transit-only lane east to Main Street in the spring to evaluate how taxis and buses interact in the summer. She said SFMTA would have two segments to evaluate because the segment that was extended east to 3rd Street would be a transit only lane.  Cristina Calderón Olea, Project Manager at SFPW, said they would return in May as part of their quarterly update and would provide information on the long term vision for Market Street and the implementation process. She said the next steps depended on the city’s Transportation Recovery Plan and transit service along the corridor. She said the first phase of construction would address important infrastructure repairs and replacement and would not preclude the City from constructing the full vision for the corridor.  Commissioner Haney said the SFMTA memo scaled back commitments and referenced that they would not recommend automated photo enforcement, which was previously part of the plan. He said the memo did not provide detail on PCO deployment and the acceptable level of compliance and asked if there was updated information that Director Tumlin could share.  Director Tumlin asked Ms. Tanner to discuss the work done with the police department.  Ms. Tanner said she provided a summary of the information and that the critical issue heard from Commissioner Haney were questions on the photo enforcement. She clarified that photo enforcement had capital costs and SFMTA would need to revise contracts to install the equipment. She reiterated that using human resources would be the quickest way to improve compliance and that data collected would help to efficiently deploy staff. She said PCOs were in limited supply and were supporting vaccination efforts.  Director Tumlin added that SFMTA had data from their work in January to March 2020 when both police officers and PCOs were directing traffic and that they were able to reduce the number of PCOs while maintaining compliance. He said the data was important to understand where motorists were and that most compliance was achieved by having a uniformed presence. He added that SFMTA saw the same level of compliance with police officers as with the presence of uniformed PCOs and committed to deploying PCOs to Market Street.  Commissioner Haney asked for the quick build timeline.  Ms. Tanner responded that the quick build elements would be installed in the spring and summer and included the two-way conversion of the unit block of Jones Street and the unit block of Spear Street, the required right turn eastbound at Hayes Street for commercial vehicles (not taxis), and a transit lane extension to Main Street, which allowed for the evaluation of taxis using the transit lane.  Commissioner Haney said there was stakeholder frustration and that they wanted more clarity and focus on the enforcement plan. He provided a metric example and said staff could monitor hotspots on Market Street twice a month to track when conditions worsen and if non-compliance of private vehicles were observed by a given metric, that PCOs would be deployed until compliance reached an acceptable level. He said he understood the importance of data collection but wanted more of a commitment on enforcement. He asked, based on the data collection in March, if there was a time the project team could present a more specific enforcement plan.  Director Tumlin said it was important to have outcome-based targets to efficiently direct resources and that a combination of enforcement and design would be necessary to deliver the Market Street the city wants. He committed to developing a plan, once there was more data, and committed to work with Commissioner Haney’s office regularly. He said, based on experience from January 2020, that behavior would be unpredictable and he wanted to ensure that the plan accommodated adjustments.  Chair Mandelman offered to agendize an update on the enforcement plan at the Board.  During public comment, Barry Toranto thanked Commissioner Haney for bringing up issues with the project. He said there was no compliance with car-free Market Street at night and motorists ignored the signage. He said there was a need for disabled access between 7th and 8th streets and that access would be non-existent if taxis were forced to turn right on 8th Street. He mentioned that there was a right turn requirement at 1st Street and asked if they would be forced to turn right when driving eastbound.  Janice Li, with the San Francisco Bicycle Coalition, thanked Commissioner Haney for his requests and said she was calling the enforcement plan a compliance plan. She said she was disappointed by the lack of detail and that preexisting issues with car-free Market Street would be aggravated by the changes in Phase 1 of the project that would put bicyclists in a shared lane with motorists. She said she understood that data would be helpful, but that we were all aware of the issues with Market Street. She said enforcement was being scaled back and that the compliance plan should include new methods and not rely on more police officers and PCOs. Lastly, she hoped SFMTA showed more of a commitment to compliance especially given all the essential trips happening on Market Street.  Bob Planthold, with the San Francisco group of the California Alliance for Retired Americans said they raised the issue of taxi restrictions on Market Street out of concern that it would impair paratransit use. He said collecting data, including on taxi and transit use in the center lane, was a helpful approach and showed responsiveness to stakeholders. He said once the subway reopened, there would be fewer buses and asked how taxis in the center lane would impact Muni access. He said SFMTA has not provided data about this issue yet despite previously requests and he asked for responsiveness to requests.  Jodie Medeiros, Executive Director with Walk San Francisco and with the Market Street CAC, thanked Commissioner Haney for asking for a concrete plan for car-free Market Street compliance. She said Market Street still had half of the city’s most dangerous intersections and was surprised that the use of cameras was no longer being considered because of cost. She said it would be helpful to understand the city’s philosophy around the use of technology for law compliance, particularly because the Vision Zero Action Strategy included technology as a transformative policy. She added that the technology was already legislated but was not considered. She asked how and when technology would be used for traffic compliance and what would it take to get automated speed enforcement approved at the state level.  Mark Ruberg, taxi driver, believed enforcement for private vehicles was important and was encouraged that the SFMTA would study taxis on Market Street. He hoped the study would show that taxis could use the center red lanes. He expressed that bicyclists deserved their own lane and added that the project should be put on hold until a more satisfactory solution could be found for the project.  Evelyn Engle, taxi driver, thanked Commissioner Haney for addressing questions on taxis and the project team for assessing the data. She said they were not trying to stop the project and that the changes proposed to taxi access were made recently. She expressed that this change would be devastating to taxi service and to their ability to make a living if they are forced off of Market Street. She said she believed taxis were being swept up in an effort to make the ban on private vehicles self-enforcing. She provided a reminder that taxis served a purpose in sustainable transportation. She said they were a service to those unable to use transit, a compliment to transit, and that there were only a limited number of taxis. She reiterated that it would be devastating if they were forced off of Market Street and that more than half of the taxi fleet were already banned from working at the airport.  Commissioner Haney thanked the public callers and asked the project team when they could return to provide an update on the data collection from March.  Ms. Tanner said it would take time to analyze the data and proposed that it be incorporated into the May quarterly update in addition to an update on the broader vision for the corridor. Ms. Olea agreed and said they would also cover construction mitigation at the May update to the Board.  Commissioner Haney agreed and said he would appreciate an earlier update if possible. He said he was clear about his conditions for his approval of the item before the Board and said that he would be voting no on the item. He said it was not his intention to hold up the funding, but his expectations were not met.  Commissioner Peskin moved to approve the item, seconded by Commissioner Melgar.  The item was approved by the following vote:  Ayes: Commissioners Chan, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)  Nays: Haney (1)  Absent: (0)   1. **Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**   Mike Pickford, Senior Transportation Planner for Policy and Programming, presented the item.  There was no public comment.  Commissioner Peskin motioned to approve the item, seconded by Commissioner Haney.  The item was approved without objection by the following vote:  Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)  Absent: (0)   1. **Accept the Audit Report for the Fiscal Year Ended June 30, 2020 – ACTION**   Cynthia Fong, Deputy Director for Finance and Administration, and Ahmad Gharaibeh, Partner at Eide Bailly presented the item.  There was no public comment.  Commissioner Peskin motioned to approve the item, seconded by Commissioner Chan.  The item was approved without objection by the following vote:  Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)  Absent: (0)   1. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2020 – INFORMATION**   Cynthia Fong, Deputy Director for Finance and Administration presented the item.  There was no public comment.  Other Items   1. **Introduction of New Items – INFORMATION**   There were no new items introduced.   1. **Public Comment**   There was no general public comment.   1. **Adjournment**   The meeting was adjourned at 11:23 a.m. |  |