



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 9, 2021

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Haney, Mar, Mandelman, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)

Absent at Roll Call: Commissioner Melgar (1)

2. Citizens Advisory Committee Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the February 24 meeting. He reported that the CAC members wondered how the effectiveness of Bike to Wherever Day would be measured given the shifted work from home focus. He said that San Francisco Municipal Transportation Agency (SFMTA) staff explained that the program metrics would be the same as previous years, but the goals would be beyond encouraging people to get out their cars and onto a bike, by encouraging them to also use bikes more frequently overall. He shared a concern with there not being a condition within the allocation for energizer stations to be located in each Supervisorial District and said that Transportation Authority staff agreed to add the condition to the allocation request.

With respect to the Safe Routes to School request, CAC members wanted to ensure that communities of concern were getting equitable access, particularly to the community learning hubs that were hosting educational offerings while schools were closed or limiting attendance. He said, with the schools reopening and traffic patterns changing, there should be increased safety awareness going back to school, which makes the Safe Routes to School especially critical. In reference to Folsom Streetscape, he shared that the SFMTA project staff was asked about the proposed two way protective bike lane on Folsom, given that there is already an eastbound lane on Folsom, a westbound lane on Howard, and in addition, two way bike lanes are uncommon to many bicyclists in the city. Staff responded that the routes were developed in response to public input, and it would provide a seamless westbound to southbound path all the way through Folsom Street and avoid many of the frequent conflicts on Howard street.

Chair Larson also reported that the CAC raised a question on the future connectivity of rail from the Salesforce Transit Center to any proposed transbay crossing. He said the CAC was assured that the Downtown Rail



Extension (DTX) would continue to coordinate with Link 21, so that there could be routes east out of the transit center, and whatever is done with the train box would not preclude such connections. He said that the Transbay Joint Powers Authority staff also outlined tunneling technology options that had advanced since the original conception of the project, that may be more efficient and cost effective when construction on the project begins.

Chair Larson reported that he and Robert Gower, District 11 representative, took note of the increased amount of garbage being dumped on the San Jose Avenue Corridor and mentioned the difficulty finding the right city, county and/or state entities to get the garbage removed from the city streets and bike lanes.

Chair Larson mentioned that CAC members expressed interest in seeing an illustration or presentation on the distribution of the Transportation Authority controlled funds across all city districts.

Lastly, with respect to the Racial Equity Action Plan, Chair Larson shared that Transportation Authority staff proposed that the CAC name be changed from Citizens Advisory Committee to Community Advisory Committee. He added that the CAC expressed support and urged staff to bring it back as a formal item on the agenda as soon as possible.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the February 23, 2021 Meeting - ACTION**
- 4. [Final Approval] Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION**
- 5. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - ACTION**

There was no public comment.

Commissioner Peskin moved to approve the consent agenda, seconded by Commissioner Walton.

The consent agenda was approved without objection by the following vote:

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

Absent: (0)



End of Consent Agenda

6. Appointment of Up to Two Members to the Citizens Advisory Committee - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

District 3 candidate Rosa Chen and District 10 candidate Sophia Tupuola appeared before the Board and provided a brief introduction and summary of their qualifications.

During public comment Tony Wessling, a District 3 candidate provided a brief introduction and summary of his qualifications.

Vice Chair Peskin thanked former District 3 representative, Rachel Zack, for her hard work and many contributions over the past years, including, but not limited to providing important input on the Transportation Network Company (TNC) tax measure that was later approved by the voters. He spoke in support of nominating Ms. Chen, noting that she had a long history of community engagement and advocacy in District 3, including serving as Co-Chair of Chinatown Transportation Research and Improvement Project (TRIP). He said it is his honor to put her name forward based on her long history of culturally competent community engagement, Vision Zero advocacy, and effective transportation planning.

Commissioner Walton said that he supported the reappointment of Ms. Tupuola to the CAC and thanked her for her service thus far. He said that as a young woman of Samoan and Pacific Islander decent she has been amazing in her role in the CAC and the leadership she has demonstrated in her community, and he is excited that she is willing to continue representing District 10. Commissioner Walton made a motion to reappoint Ms. Tupuola to the CAC.

Vice Chair Peskin made a motion to appoint Ms. Chen to the CAC.

Commissioner Melgar thanked Vice Chair Peskin and Commissioner Walton during Women's History Month for putting forward two outstanding women leaders for appointment to the CAC. She said the appointments were an important way for the Board to support leadership development for women and underserved communities.

Commissioner Melgar seconded both Vice Chair Peskin and Commissioner Walton's motions.

The item was approved without objection by the following vote:

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

Absent: (0)



7. State and Federal Legislation Update - ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, and Amber Crabbe, Public Policy Manager, presented the item.

Commissioner Preston asked why Assembly Bill (AB) 122 (Boerner Horvath), which would allow cyclists to treat stop signs as yield signs, was recommended as a watch position and not support. He asked if the Transportation Authority had previously taken positions on similar bills.

Ms. Crabbe responded that she did not believe the Board had taken a position on this type of bill previously. She stated that it was recommended as a watch position because it was early in the session and staff wanted to make sure they understood what a more final version would look like. She said staff also wanted to coordinate with the San Francisco Municipal Transportation Agency (SFMTA). She said staff may return at a future meeting with a recommendation for a position.

Mr. Watts added that he had not seen transportation bills set for hearing yet in the Assembly Transportation Committee, and that would be when he would be able to assess if there were amendments pending for the bill language or revised fact sheets. He said he would keep staff apprised of any changes or if the author intended to move forward with the bill as-is.

Commissioner Chan stated she was excited about AB 117 (Boerner Horvath) which would create a state Electric Bicycle Rebate Pilot program. She said she would like to discuss the threshold for low-income qualification with the author, specifically how a statewide definition of low income is different than what constitutes low income for families living in San Francisco. She said she wanted to better understand the connection between the proposed pilot and other e-bicycle programs under consideration in San Francisco.

Ms. Crabbe said there was an opportunity to discuss these ideas with the author. She said the bill didn't currently contain language defining low and moderate income, and that would probably be addressed in the program guidelines that the California Air Resources Board would develop if the bill was successful. She said that staff would reach out to the author to request that the author define low and moderate income in the legislation itself.

There was no public comment.

Commissioner Chan moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: (0)



8. Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

Commissioner Preston said he wanted to thank everyone involved in the Buchanan Mall bulbouts project, including staff and voters who recently approved bond funding for San Francisco parks and the Buchanan Mall. He also thanked individuals who have advocated for improvements to the Buchanan Mall, including Tamara Walker and Sophie Constantinou from Citizen Film and Tyrone Mullins from Green Streets. He said that Buchanan Mall was a unique and important recreational space for the Western Addition and that improvements were the result of a community led effort.

During public comment, Roland Lebrun said in reference to the Guadalupe River Bridge project that some tracks in the area are owned by Union Pacific and that there were no plans to electrify all the tracks in the area. He said that this was important because diesel trains could not be eliminated from San Francisco until the entire Caltrain corridor is electrified.

Majeid Crawford, Executive Director of the New Community Leadership Foundation, said that he wanted to acknowledge Citizen Film for the long community process on the Buchanan Mall. He said that the project was very important because it has been difficult for Fillmore residents, especially children and seniors, to move around their neighborhood because of the many busy streets that are difficult to cross.

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

The item was approved without objection by the following vote:

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

Absent: (0)

9. Support the City and County of San Francisco's Project Nominations for \$6,359,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Commissioner Chan expressed support for the item but also expressed a concern related to the Traffic Signals Upgrade Contract 36 as three signal upgrades at Fulton/6th Avenue, Fulton/8th Avenue, and Fulton/10th Avenue were removed from the construction phase due to budget constraints. She said those are key entrances to Golden Gate Park, located on the High Injury Network, and it is critical to improve safety in the area. She said that although it is not in the same area, there was a bicyclist injured at the Kezar Drive



entrance to Golden Gate Park and said the entrances should be a priority. She said her staff are in communication with the Transportation Authority and SFMTA to ensure the improvements are made as planned, including the Fulton Street Safety Project. She indicated she was ready to support the item and would like to follow up to make sure the Fulton Street locations are funded.

Commissioner Preston thanked Transportation Authority and SFMTA staff for prioritizing the Western Addition for funding in this program as well. He said the Western Addition Traffic Signal Upgrades are significant and are now nominated to receive over \$3 million for improvements recommended through the 2017 Community-based Transportation Plan that included extensive outreach in the community. He said that the time it takes to move projects forward can be frustrating, but he feels optimistic.

Commissioner Preston referenced an earlier public speaker Mr. Crawford from the New Community Leadership Foundation who said that while investments are being made in re-envisioning Buchanan Mall, each intersection is a mini-freeway with seniors and children and cars speed on one-way streets with no stop signs or lighting. Commissioner Preston said that the very intersections flagged by the previous speaker are on this list for new signals, including Buchanan/Golden Gate Ave and Buchanan/Turk, which will make big difference in calming traffic. He also said the improvements go further than this to include 16 locations and he has no doubt the changes will save lives and prevent injury in this long underserved neighborhood.

Commissioner Melgar expressed support for the item and also for Commissioner Chan's comments that more pedestrian and bicycle safety improvements are needed for those going to Golden Gate Park. She requested a timeline for the improvements at 7th Avenue/Kirkham and said that she is asked about the intersection frequently.

Ms. Lyons responded that construction for the Signals Contract 36 will begin in September 2022, and SFMTA has said they typically do not dictate where contractors start, but a good estimate would be late 2022 or early 2023 with signal activation at the end of the contract in 2023.

Commissioner Melgar asked if there was a way to get a more specific timeline.

Ms. Lyons responded that she would follow up with the SFMTA and provide an update on the timeline once the construction contract begins.

During public comment, Majeid Crawford from New Community Leadership Foundation said he was grateful for the signals proposed in the Fillmore, specifically Golden Gate and Turk where it is a one-way street until it gets to Divisadero and becomes a two-way street that naturally slows down traffic. He also mentioned that Golden Gate west of Divisadero has a slow streets



program and it is sad to have highways running through a historically black neighborhood with a high population of seniors and youth. He said that this is transportation policy from the past, but that it feels like improvements are made after people of color leave an area, so he is glad to see these improvements made now. He thanked Commissioner Preston and also expressed support for making these improvements first, to provide benefits now.

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

The item was approved without objection by the following vote:

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

Absent: (0)

10. Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Vice Chair Peskin commented on the Safe Routes to School (SRTS) program, indicating he had recently coordinated with previous Supervisor Katy Tang to discuss the SRTS transition from the San Francisco Department of Public Health (DPH) to the SFMTA. He said the program was not equitably assessing the needs of the school communities or implementing meaningful safety programs and capital improvements. He asked what has changed since the program transitioned from DPH to SFMTA. He asked for more details on the proposal to split some of the funding with the San Francisco Department of Environment (SFE) for curriculum development and another team for community engagement. He asked how much of the funding has been set aside for activities such as curriculum development in comparison to funding set aside for community engagement groups that are already out in the community providing the outreach the community has requested. Vice Chair Peskin also read an email from Rosa Chen, District 3 CAC candidate, regarding SRTS indicating agreement that the curriculum created is basic knowledge and does not address specific issues in specific communities and reiterated that parents want safe passage to schools.

Ana Vasudeo, SFMTA, responded that the SFMTA has kept the same community engagement structure as DPH and that not all schools are getting the same in terms of engagement, but she would like to streamline engagement with the Quick-Strike funding. She said that SFE has a multilingual team that can do culturally competent outreach. She indicated that funding was a challenge, with a small amount expected to do a lot, serving all schools. She said that the program has identified 33 schools for deeper engagement based on a high percentage of students eligible for free



and reduced-price meals, presence on the High Injury Network, and specific mode shift goals. She said there are schools in Chinatown, the Bayview, and the Tenderloin, among others that are part of these equity schools and it is difficult to choose one school over the other to implement strategies such as the corner captain program requested at Redding Elementary. She said the partnership with SFE is important, especially with curriculum development, as serving all schools with broad engagement doesn't get to mode shift and safety. She said the pandemic had allowed the program to go into the classroom more and that tangible resources for grades 3-5 and 6-8, as proposed in this request, would be important as students make decisions about walking to school on their own.

Vice Chair Peskin asked if the SFE team had Arabic language speakers.

Ms. Vasudeo said she would follow up to find out as SFE recently did a new round of hiring and the languages may differ. She also said she would work with the school district to have appropriate interpreters available.

Vice Chair Peskin asked if rather than using the sister agency of SFE, it would be possible to use the funds to engage parents or community ambassadors instead.

Ms. Vasudeo responded that it is possible, and the SFMTA is going through a public Request for Proposals process, so they do not yet know who will be leading the work. She said that an issue with the parent model is that the more active parent communities tend to be at higher resource schools, not low-income schools, but she can work to incorporate more of the parent model.

Vice Chair Peskin said there was a strong community at Redding Elementary. He expressed concern about a one size fits all approach citywide and said that he understands the COVID-19 pandemic has changed the landscape in working with school communities, but the SFMTA has said they are working with distance learning hubs and the constituents he has communicated with are not aware of engagement from SRTS. He said he has regular meetings with school communities and had organized meetings with SRTS staff previously and the community wants Safe Passage, but was told nothing could be done to help them and he would like to address this.

Vice Chair Peskin expressed appreciation for Sophia Tupuola's earlier comments on equitable access to schools and learning hubs and offered a proposal for the forthcoming Prop K allocation request for SRTS administration funding to cover the rest of the year until Quick-Strike funds become available coming. He said he would like a more robust equity plan for engagement and programming and that he would need to see that plan before supporting additional funding for this program via Prop K. He said his office would like to work with staff over the next month to hone the equity plan.



Ms. Vasudeo responded that she would follow up with staff working on the Prop K SRTS request and will integrate the equity plan into the Prop K request. She noted that the Quick-Strike funding request is for a districtwide model with 33 priority schools.

Tilly Chang, Executive Director, said staff would following up on the request and would work at the direction of the Vice Chair regarding the equity plan for the Prop K SRTS allocation request.

Commissioner Melgar expressed support for Vice Chair Peskin's line of questioning and support for parents in underserved communities. She said that she is working with Commissioners Chan and Ronen on the SF Rise initiative, an expansion of a community school model to work with students and their families on health and academic related issues and said this would be a good place to move this work. She said she agreed that schools with strong PTAs and relatively higher incomes may have more leadership, but it's in the schools that don't have those resources where leadership should be developed and said she would like to work with Vice Chair Peskin on this.

Commissioner Chan expressed support for Commissioner Melgar and Vice Chair Peskin's comments and added that at times it is about the infrastructure to get students to school safely rather than education programs. She said she would like more investment in infrastructure to make routes safer for pedestrians and bicyclists.

Commissioner Mar thanked Vice Chair Peskin for raising these important questions and expressed the importance of reaching all schools, including the most disadvantaged, and finding the most appropriate ways to educate and engage students and families. He also said that last year he requested a school mobility study to analyze how families get to school citywide, especially those who go to schools in different neighborhoods from where they live and families taking students to numerous school sites. He said he is working with the Transportation Authority, SFMTA, and SFUSD on this broader school transportation study, funded by a state planning grant, to help get students to school without getting in cars.

During public comment, Christopher White, Program Director at San Francisco Bicycle Coalition, expressed strong support for the SRTS proposal. He said this past year had been challenging for schools and for the program, but they worked to be nimble as schools had a reduced capacity to engage. He said SFBC shifted to distance learning methods, including online modules and downloadable guides. He also agreed with the previous comments about equitable access and emphasizing in-language instruction and said there is a high demand for it. He said SFBC held a biking with children workshop that had over 450 registrants across four workshops, including in-language. He said this will become more important as schools shift back to in-person learning as there is a risk of parents who used to take transit or carpool



choosing to shift to single occupancy vehicles instead. He also said there is an opportunity to use slow streets as an avenue to get to school rather than considering them barriers to getting around.

Vernon Haney, Family and Schools Coordinator at Walk San Francisco (WalkSF) commented that 46% of youth are within walking distance to school, but only 26% are walking. He said the SRTS program has the goal to change this and WalkSF has been involved in the SRTS partnership since 2014. He asked the Board to support the request for funding to continue the program in 103 schools. He said that everyone should be safe on streets, no matter their age or ability. He said that WalkSF leads Walking School Buses and safe walking efforts in elementary schools and that through the COVID-19 pandemic, they have been providing webinars, working with teachers, PTAs, parents, students, and caregivers to foster youth to engage about walking to school safely, which also combats truancy and helps children learn and grow. He said the city is stronger when families can walk to school and through this funding, the SRTS partnership can continue this work and he urged the Board to vote yes to continue funding for the program.

Commissioner Peskin moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

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

Absent: (0)

11. Amend the Downtown Rail Extension - Phasing and Partial 15% Design Project Scope, Schedule, and Budget and Release \$6,210,000 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for Accelerated Project Development. - ACTION

Jesse Koehler, Rail Program Manager, presented the item.

Chair Mandelman noted that additional funding would be required to complete project development for the Downtown Rail Extension (DTX). He inquired about the approach to secure further resources to continue to advance the project.

Tilly Chang, Executive Director, said that the release of funds would enable the delivery of the DTX work program for the current calendar year. She confirmed Chair Mandelman's remarks regarding the need for additional funds following the conclusion of the DTX Phasing Study later in 2021. She added that the project partners are currently working together to develop a funding plan for the upcoming phases of project development, with consideration for multiple sources of funding.

During public comment, Roland Lebrun noted that he had submitted



information to the Transportation Authority in January regarding DTX. Mr. Lebrun added that as of that morning he had received a memorandum in response to his January correspondence from the Transbay Joint Powers Authority (TJPA). Mr. Lebrun indicated that this did not allow time for him to prepare a written response. Mr. Lebrun expressed disagreement with respect to the TJPA memorandum's findings regarding future rail connectivity from DTX to the East Bay. He suggested that the item before the Board be deferred. Mr. Lebrun added that he planned to recommend that responsibility for DTX be transferred to Muni.

Derrick Holt, Chair of the TJPA Citizens Advisory Committee, spoke about the importance of DTX in improving regional transportation and encouraged the Board to approve the release of funds for accelerated development of the project.

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

The motion was approved without objection by the following vote:

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

Absent: (0)

12. Update on Bicycle and Pedestrian Safety Improvements at Lake Merced - INFORMATION

Thalia Leng, Senior Transportation Planner at SFMTA, presented the item.

Commissioner Melgar thanked Ms. Leng for the presentation and invited her colleagues to Lake Merced. She said a park bond was used to update the paths around the lake and that the Boat House was recently refurbished. She explained that the area around the lake would experience a significant population increase over the next few years. Adding to this, Commissioner Melgar said Park Merced was undergoing redevelopment that would add thousands of new units and residents, that San Francisco State University had an institutional master plan and began construction to expand housing and classrooms, and that Stonestown Mall proposed adding thousands of housing units. She said the studies were timely, given the collision history around the lake. She said she was grateful to former President Yee for his foresight, and thanked Director Chang for meeting to discuss advancing the proposals. She said Neighborhood Transportation Improvement Program (NTIP) funds were available and requested that they go towards Lake Merced quick build projects. She emphasized that having timely improvements was essential to guarantee that pedestrians and bicyclists could travel safely.

During public comment Kristen Leckie with SFBC thanked Commissioner Melgar for the hearing and for the upcoming quick build projects. She also thanked Ms. Leng. She said she worked with SFMTA, San Francisco Recreation



and Park Department, and former President Yee for the past few year on Lake Merced projects and pedestrian and bicyclist safety needed to be prioritized, Ms. Leckie said there were too many collisions and deaths at the lake and thanked SFMTA on the pedestrian and bicycle studies. She encouraged the Board to prioritize spot improvements and quick build projects from the studies. She said she looked forward to helping advance critical safety improvements.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Roland Lebrun suggested that the Transportation Authority follow the same practices as other agencies in the Bay Area by posting written public comments and responses as a part of the packet.

A caller shared his concerns with bicycle and pedestrian safety stating that education is a big part of the process. He said that he wishes everyone would observe the traffic signals and encouraged police to get more involved. With respect to Better Market Street, he thanked Commissioner Haney for asking for more clarification from the project team, but expressed his concerns with signage already being posted, adding that the taxi bans are not being enforced.

15. Adjournment

The meeting was adjourned at 12:18 p.m.