



# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, April 13, 2021

### **1. Roll Call**

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

**Present at Roll Call:** Commissioners Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, and Walton (8)

**Absent at Roll Call:** Commissioners Chan (entered during item 3), Melgar (entered during item 2), Safai (entered during item 4) (3)

### **2. Citizens Advisory Committee Report - INFORMATION\***

CAC Chair Larson reported out from the March 24, 2021 Citizens Advisory Committee (CAC) meeting and shared that the CAC was supportive of the Prop K allocation requests, and appreciated their focus on traffic calming, and safety, and because two of the requests addressed community concerns. He said that the CAC requested follow up as the projects progressed, notably on the quick-build implementation at Lake Merced. Chair Larson said that CAC members were impressed with the work reflected in the amended fiscal year 2020/21 budget. He said that because of budget planning, the budget impact was a downward budget revision of only 13% of sales tax revenues compared to the actual 30% drop in sales tax revenue. He said that delays in project delivery and reimbursement requests further lessened, which could have been a much more severe budget impact. He said during public comment a concern was cited on the distribution of federal relief funds through the Metropolitan Transportation Commission (MTC), noting that another Bay Area transit agency currently had a surplus and was still receiving additional relief funds while others like the San Francisco Municipal Transportation Agency (SFMTA) were in much worse financial condition and should have received more relief funds. Chair Larson said CAC members asked staff to follow up in regard to the equity concern in terms of the distribution of relief funds to the most affected counties.

With respect to the SFMTA's Transportation Recovery Plan, Chair Larson said that a CAC member expressed surprise that fare revenues remained down at approximately 90% so far in 2021 despite the number of people riding transit. He said SFMTA staff replied that they would re-evaluate in the Spring to see if more riders who pay full fare resume riding Muni as service increases, as this would bring fare revenues up. He said there was also concern around the J



Church line transfers required, and the decision to not have them enter the Market Street tunnel when service resumes. He said that SFMTA replied that pre-pandemic train congestion was increasing in the tunnel, and SFMTA felt that running more longer trains [vs. one car trains] in the tunnel post pandemic would be more efficient and improve reliability in the subway.

Chair Larson commented that the resumption of the hilltop bus service between Forest Hill and Glen Park was also welcomed given that it was a service gap that affected a number of residents in the Twin Peaks, Diamond Heights, and Mount Davidson areas. He said there was also some discussion at the CAC regarding bicycle facilities, including a member expressing frustration with the number of bicyclists who are still utilizing the sidewalks on The Embarcadero despite a protected bike lane for a portion of the length.

Lastly, Chair Larson shared that the current slow/low car streets and car-free Slow Streets were highly supported by CAC members, including making the closures in Golden Gate Park and Ocean Beach long-term with adequate public transportation options available to accommodate those that want to access them for recreation.

There was no public comment.

**3. Approve the Minutes of the March 23, 2021 Meeting - ACTION\***

There was no public comment.

Vice Chair Peskin moved to approve the minutes, seconded by Commissioner Melgar.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

**4. State and Federal Legislation Update - ACTION\***

Mark Watts, State Legislative Advocate and Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

There was no public comment.

Commissioner Walton moved to approve the item seconded by Commissioner Melgar.

The item were approved without objection by the following vote:

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

Absent: (0)



5. **Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION\***
6. **Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION\***

At Chair Mandelman's request, Items 5 and 6 were called together. Anna LaForte, Deputy Director for Policy and Programming, presented the items.

Commissioner Melgar expressed support for the Lake Merced Quick Build [NTIP Capital] request. She thanked her colleagues on the Board for their support of needed safety improvements around the lake, particularly along the north side. Commissioner Melgar also expressed gratitude for work initiated by former Commissioner Norman Yee to address issues arising from traffic diverted by the closure of the Great Highway.

During public comment Brian Haagsman with Walk San Francisco (WalkSF), expressed strong support for the Lake Merced Quick Build and the Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods projects. He stated that a great deal of work was needed to make the streets around Lake Merced safe. He said the proposed traffic calming work in Visitacion Valley would help people who were some of the most vulnerable in the City, including those with low incomes and senior citizens.

Charles Perkins, a 31-year resident of the Sunset district, referred to Commissioner Melgar's comment linking the need for traffic mitigation at Lake Merced and the closure of Great Highway. He said the closure had diverted 18 to 20 thousand vehicles per day from what had been the safest north-south route in the City. He said the closure made it more difficult for the City to achieve its Vision Zero goals, that permanent closure would result in more accidents regardless of mitigation measures, and would unavoidably impact children, pedestrians, cyclists and automobile drivers.

Luke Bornheimer, a 10-year resident of District 8, echoed WalkSF's comments and expressed support for the proposed sales tax allocations.

Commissioner Melgar moved to approve Items 5 and 6, seconded by Commissioner Ronen.

The items were approved without objection by the following vote:

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

Absent: (0)

7. **Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - ACTION\***



Aprile Smith, Senior Transportation Planner and Erin McAuliff, SFMTA Accessible Services, presented the item.

Commissioner Melgar thanked SFMTA staff for their flexibility and nimbleness in adapting the paratransit program to respond to the COVID-19 emergency. She said District 7 had been somewhat isolated by transit service reductions implemented in response to the City's shelter-in-place order, and that the Essential Trip Card (ETC) program had been a lifeline for District 7 residents with disabilities or who were senior citizens.

Commissioner Chan concurred with Commissioner Melgar, saying the ETC program had been critical, especially during the vaccine rollout. She said it was a safe and helpful option for District 1 seniors and people with disabilities.

Chair Mandelman echoed the previous comments. He said he had initially been more concerned about the transit service reductions to District 8 but said the ETC program had helped fill the gap.

There was no public comment.

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

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)

**8. Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - ACTION\***

Lily Yu, Principal Management Analyst, presented the item.

With respect to the decrease in expenditures in Prop K funds for the SFMTA's light rail vehicle procurement, Commissioner Melgar asked if this decision would have an impact in the timeline for bringing back the light rail service that is right now not running, specifically the K, L, and M.

Anna LaForte, Deputy Director for Policy and Programming responded that the schedule for procurement is not impacted. She said it is really just the timing of when they agency is expecting to receive reimbursement requests from SFMTA. She added that there is still a budgeted amount of tens of millions of dollars that they are expecting in reimbursements for light rail vehicles this fiscal year, but they total is not as high as they thought it would be at this time last year.



Chair Mandelman directed a question to Executive Director, Tilly Chang, noting that he and other Board members heard a lot about the Downtown Congestion Pricing Study and a desire from some folks to see additional public outreach going into the fall. Chair Mandelman said he understands that the schedule extension to allow additional outreach for the study is not part of the budget amendment and he asked what the path forward was if the Board wanted to make this happen.

Director Chang confirmed that additional public outreach through the fall for the Downtown Congestion Pricing Study was not in the mid-year budget amendment for the current fiscal year, but with the Chair's guidance and the Board's support, staff would be glad to extend the study and bring back a proposal for how to fund it in the proposed Fiscal Year 2021/2022 Annual Budget. Director Chang said that next month (May), staff would bring the draft Fiscal Year 2021/2022 budget to the Board for a first look as an information item, and the approval action would happen the following month (June).

There was no public comment.

Commissioner Ronen moved 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)

**9. Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - ACTION\***

Yana Waldman, Assistant Deputy Director for Capital Projects presented the item.

Commissioner Safai said one of the things that is important to him is how the outreach will be done, how stakeholders will be involved in the process, and how will those that are unable to participate in an online format be engaged. He also asked as it relates to the report, he asked for clarify about what the proposed phasing means in the report for the actual project.

Director Chang replied staff understands how difficult it is to do outreach at this time. She said their approach would be to rely on the ability to reach out through newsletters and direct communications with community based organizations (CBOs) to see if they could get on their agendas. She said they have been able to have co-creation sessions both in person and virtually by relying on the CBOs to advise and organize the opportunities. She added that



they pay CBO' and program participants for their time, and because it's not always possible to conduct outreach virtually, they would also rely on other ways to reach the community in non-digital formats. Director Chang said they have also successfully used text-based surveys, which are not ideal for deep engagement, especially on complex issues, but are useful for sharing announcements about engagement opportunities. She said staff is open to other ideas and options for conducting good outreach and engagement.

Commissioner Safai said they need to get back to a grassroots model on outreach. He suggested using the traditional methods such as a door to door, phone calls and sending out letters, noting that he worked with SFMTA on a survey that offered both email and U.S. mail responses and they got a very high response rate. He added that what concerns him most is how the outreach is done and he wants to ensure that there is solid input received. He also expressed that he is not convinced about the express lane and toll model. He said there are a significant number of low-income San Franciscans who would be negatively impacted from it.

Director Chang thanked Commissioner Safai for the suggestions and said they would connect with SFMTA to learn more about the survey he referenced.

With respect to phases 1 and 2, Director Chang said the purpose of the phasing is to distinguish the high occupancy vehicle (HOV)/carpool northbound shoulder lane segment as a potential early action. She said this action would come to the Board before it seeks funding, but there are funding opportunities that are happening, and they want to be ready if the Board wishes to go forward.

Commissioner Safai said he is not opposed to carpool or HOV lane, just the toll and express lanes.

Director Chang acknowledged Commissioner Safai's comments.

Commissioner Chan said she looks forward to seeing the focus on bus lanes. She said at the local level it would be helpful for southeast residents to be able to get around the city more easily. She said that having a dedicated bus lane from southeast going into Chinatown would be extremely helpful, efficient, and would encourage more people to take public transit.

Commissioner Walton echoed Commissioner Safai's express lane comments and said he wants to ensure they are not charging low-income families to move around the city. He added that people who are experiencing economic hardships should not be affected by any tolls or congestion pricing.

During public comment Roland Lebrun agreed with the Commissioners' comments and added that carpool lanes should take priority over express lanes; said that express lanes should not be considered unless there is sufficient capacity; and pointed to the Metropolitan Transportation



Commissioner's FasTrak Start as a way the region is addressing the affordability issue. With respect to slide 11 of the presentation, he said that the VTA is proposing to convert existing HOV lanes to express lanes despite that there is no HOV lane south of Morgan Hill.

Francisco Da Costa commented that they need to change the way they do outreach and noting that he is never contacted as part of outreach efforts.

Chair Mandelman moved 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)

#### **10. San Francisco Municipal Transportation Agency Capital Programs Audit - INFORMATION\***

Chair Mandelman said that the Controller's Office issued an audit of the SFMTA's capital project and found that communication and collaboration problems and inadequate use of data contributed to delays and cost overruns on capital project delivery. He said that the audit also included specific recommendations for improving accountability, communication, and collaboration. He said as they look ahead to a potential significant Biden Infrastructure bill and a once in a generation opportunity to reinvest in their transportation network, it's important to take a close look at what's not working in the way they execute capital delivery projects and what they need to do to fix it. Chair Mandelman said that they need to do everything they can to assure voters and everyone involved that they are single mindedly focused on getting projects done on time, and on budget.

Mark De La Rosa, Acting Director of Audits, and Matt Thomas, Senior Auditor, presented on behalf of the Controller's Office.

Commissioner Chan asked about the organization chart for the SFMTA, noting that it is a large agency with many divisions, and that in lay terms, one of the findings from the audit is that the left hand isn't talking to the right hand. She said the organization chart may help the Board understand a bit better where the problem comes from and said she'd appreciate receiving the organization chart after the meeting.

Mr. Thomas explained that for the audit, they only focused on projects where the project owner was the Transit Division, and so they looked at collaboration mostly between the Transit Division and the Capital Planning and Construction Division to see if they were working together in order to deliver the projects. Mr. Thomas added that the Transportation Capital Committee (TCC) is where a number of divisions in the SFMTA come together to develop



the Capital Improvement Program (CIP) and the 5- and 10-Year Capital Plan and they looked at that collaboration, as well.

Commissioner Chan observed that tracking change orders and addressing them in a timely fashion is key to support on time and on budget project delivery, noting that without the right tools in place, it is not possible to foresee bad trends or pro-actively forecast that a project will exceed the budget. She asked who was in charge and who is responsible for doing what because there seemed to be a lack of leadership when it comes to cross team communication.

Mr. De La Rosa replied that one of the key things they identify in auditing is the root causes of the things that have happened. He said that while having a project management tool and using it to the fullest ability to track whether projects are on time and on budget is important; sometimes even with the best tools, part of the problem may be that communication among the various teams - even within the same organization, is not always happening either timely or fully. Mr. De La Rosa said that this was why some of the divisions and teams within the SFMTA are not always on the same page. He added that SFMTA's presentation will speak to the various multi-team efforts that are intended to get at some of the root causes of the issues identified.

Commissioner Chan appreciated the response and said she wants to get a better understanding of the organization of people because people are their best resource and people and their subject expertise are the key to the organization's success. She said thinking about the second phase of Geary Bus Rapid Transit (BRT), she looks forward to learning more of what happened with Van Ness BRT which is almost \$200 million over the original budget. She said these are the things that erode public trust, and we need to do better immediately.

Jonathan Rewers, Acting Chief Financial Officer of the SFMTA, thanked the Controller's Office and presented the SFMTA presentation along with Tom Maguire, Director of Streets.

Vice Chair Peskin commented that the SFMTA's specialty is neither sewers nor electricity and pointed out that the collaboration issues are bigger than just within the SFMTA. They involve collaboration between agencies, as well, whenever the projects involve putting concrete on a street and underground utilities.

Vice Chair Peskin thanked SFMTA staff for not being defensive and thanked the Controller's Office for doing a great job, but frankly, telling them what they already knew. He associated himself with the comments made by the Chair and Commissioner Chan regarding public trust and suggested that this item may need to be continued for further discussion at another meeting. He said that he wanted to look at this in the longer march of history. He noted it isn't only about a collaborative and mature environment within the agency, but





also involves inter-agency collaborations. He said that more than 22 years ago before the SFMTA was created as a stand-alone agency, it was a Public Utilities Commission (PUC) asset and the PUC, along with the airport, are pretty good at delivering capital projects. He noted over the years the SFMTA has had agency heads with varying leadership styles and a mixed record of effectiveness in delivering capital projects relative to budget and timeliness. Vice Chair Peskin noted that these comments go beyond the scope of the Controller's Office audit and said he wonders if the SFMTA should be involved in the business of delivering major capital projects on the order of hundreds of millions or more. He said since Prop E (1999) and Prop A (2007) which gave the SFMTA more autonomy from the Board of Supervisors and the Mayor's office, things have gotten worse on the capital side. He added that the Transportation Authority spends about 85% of the funds that it gets from the half cent sales tax on the SFMTA. He said the agency needs to reauthorize the half cent sales tax, and before they go to the voters for that and potential other new revenue measures that the SFMTA is considering, he wants to be able to tell the voters about better than continuous improvement and wants to show a punctuated, marked improvement. He expressed appreciation again for the hard work and efforts of SFMTA staff.

Commissioner Melgar said like Commissioner Preston, she shares the vision and dream of having a free or nearly free Muni for all, and that she will work hard to ensure that the sales tax is reauthorized and that there is a SFMTA bond. She said the presentations left her feeling that they were missing a big part of what she sees as the problem. She said since they work on technical projects, they tend to think that the problems are technical and that is not necessarily the case. She shared that back in November the Chronicle had a story about delays and cost overruns in the tunnel project and in that same issue, there was a story about racial and sexual harassment at the SFMTA. Commissioner Melgar said that she believes these issues are related and what she didn't hear in the presentation was the cultural development work that needs to happen in decision making. She said they can talk about communication and tools, but those things will not make a difference unless there is a cultural change in how people supervise one another, and that people feel they have something to bring to the table. She added that she would like to be updated on the organizational development work, how people are hired, trained, etc., because no matter how much money they put into it, if the people do not work together effectively, they will not get anywhere.

Chair Mandelman said he had asked for this presentation to be specifically about the Controller's audit but said it would be good if the SFMTA would address Commissioner Melgar's comments.

Mr. Maguire responded that Commissioner Melgar's comments about the need for cultural development were correct. Mr. Maguire said that breaking



down silos is only part of the problem, and when the organization is at its best, everybody at every level feels comfortable raising concerns without being punished but rather their contribution is honored and valued by their peers. He said the SFMTA is not at that point, but they have a number of efforts seeking to address this issue, including a very detailed racial equity action plan. He reported that they also have been rolling out lots of internal team building; they have a new Human Resources Director; and they are trying to turn the corner from where they have been. Mr. Maguire said they would be happy to come back to the Board to share some of that work. He concluded by saying that when staff can't talk about honest mistakes or budget estimate errors without pointing the finger and accusing each other, they won't be able to address the issues being discussed today.

Commissioner Chan said that for her, the presentation missed a mark particularly as it relates to the people. Commissioner Chan said she would like to continue this hearing and that when they return, she would like to see in the section that talks about the people, a slide with an organization chart showing who is doing what in terms of external communications and a chart showing who is doing what in terms of internal communications. She said it would be helpful to see before and after organization charts to show what changes are being made to help improve communications.

Commissioner Safai said would like to echo some of the comments made by Vice Chair Peskin, and he expressed appreciation for the hard work from Mr. Maguire and his team. He said that they started off with a rocky relationship in his district, but over the past few years they have worked aggressively in partnership and have done a tremendous job with focusing on the core missions of the SFMTA - traffic calming, pedestrian safety, and transit reliability. He said that the SFMTA does well with these types of smaller projects, but when the projects go to a larger scale, they don't seem to be in the wheelhouse of SFMTA. He said the bureaucracy of the SFMTA has grown exponentially and there are so many different layers of staff involved in so many similar projects which he said takes away from their core functions.

Commissioner Safai commented that Van Ness BRT seems on its surface to be a transportation project, but as they learned, it's a sewer project which isn't SFMTA's core function. He said there should be a conversation around the larger scale projects being handed over to an agency that is more knowledgeable in that core work or partnering with private entities that are geared toward delivering those types of projects, allowing SFMTA to focus on their core functions. Commissioner Safai acknowledged that transportation projects are always difficult to estimate in terms of their cost, but when it comes to safety and anticipating as build design document needs, those are basic functions needed for a larger scale project and it hasn't been something that SFMTA has done well over the last decades, and opined that in part it's because SFMTA is asked to do so many other things. He welcomed further



conversations on this topic and how the agency can really get back to the core principles of its work.

Mr. Maguire said they are a very complex organization, and while the functions that they do are often broken up into multiple other entities in other jurisdictions, SFMTA is trying to manage the transportation system in a much more holistic way. With respect to the scale of projects where they get stronger or weaker, Mr. Maguire said he believes they have pulled off some important projects on Geary and 16<sup>th</sup> Street that are not much smaller, than the Van Ness BRT project and they moved forward without the delays and cost increases experienced on Van Ness. He added that there is a challenge in today's projects and there are some also some good examples. He said they welcome a deeper dive into this topic and are always open to solutions. To Commissioner Melgar's comments, he said that the teams behind the projects are amazing and he would like to bring back the project managers and individuals who are actually doing the work to come before the Board.

Chair Mandelman said that there is clearly interest in bringing SFMTA back to address the issues that have been raised. He said he will work with Director Chang on how best to make this happen, noting he anticipates continued long agendas in the next few months. He said he thought it was important, as a major funder, to grapple with the Controller's audit and he knew that it would raise larger issues that were not addressed in the audit itself. Chair Mandelman shared that back in 2019 the Transportation Performance Working Group thought about including project capital delivery in the scope of the working group, but determined it was too much additional scope for that effort. He said he has an interest and that Commissioners Peskin, Safai, Chan, and others have expressed interest in having the Transportation Authority participate in helping think about how to address the capital project delivery issue that is not only a SFMTA problem, but also a Public Works problem, a regional problem, etc. and that it has sparked conversations about potentially making delivery of some of the largest projects something that a regional agency takes on. He observed it is hard to have continuous quality improvement cycles if an agency only delivers a very large project every 50 or 100 years or more.

Director Chang thanked the Board and SFMTA and Controller's Office staff for today's hearing. She said she agrees that the audit findings are spot on and noted that Mr. Maguire's and Commissioners observations about culture were also pertinent in, noting that Director Tumlin also mentioned agency culture when he was last before the Board. She said that she thinks all of the pieces - organizational structure, culture and best practices for project management are good fodder and she is happy to convene with SFTMA and the other departments, as well as regional agencies. Director Chang said all of these parties have relevant experience and could help scope out potential next steps to address the issues raised. She mentioned the possibility of



workshops and potentially a white paper as part of the underway countywide transportation plan update. She noted in 2013, a different version of this conversation came up focused on small project delivery and the Transportation Authority did a white paper on the topic as part of the 2013 countywide transportation plan update, and that there has been improvement in this area. Director Chang said a local and maybe even a regional conversation on this topic makes sense and she would follow up with the Chair.

Chair Mandelman thanked Director Chang and said they will need to move the conversation forward as well as address the issues that Vice Chair Peskin raised on whether they have the right organizational structure as well.

During public comment, Francisco Da Costa said on all of their major capital programs, they don't seem to get the facts right. He said they need to do assessments of the 3rd Street Light Rail, Better Market Street, the Central Subway, and Van Ness BRT. He said the common denominator is the lack of leadership and corruption.

Chair Mandelman thanked the Controller's Office staff for all of their work, and thanked Mr. Maguire and Mr. Rewers for their presentations. He said he and Director Chang will sort out how the Transportation Authority can follow up on what was discussed, and then come back to the Board as appropriate.

Vice Chair Peskin said he would be happy to collaborate with Chair Mandelman and Director Chang.

Chair Mandelman said that would be great and he would take him up on the offer.

**11. Connect SF Transit Strategy Update - INFORMATION\***

This item was deferred to the call of the Chair.

**Other Items**

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

Vice Chair Peskin said that he believes all of the Board members have received a lot of input about outreach as it relates to the Downtown Congestion Pricing Study and he believes there is a lot more outreach to be done. He said he has spoken to Director Chang about this and understands she is prepared to do more outreach and noted that he wanted to use this opportunity to put this on the record.

Chair Mandelman confirmed with Director Chang that they would be seeing a budget presentation in the Fall that includes additional Congestion Pricing outreach.

Director Chang responded affirmatively and added that it would be part of the first look at the annual Fiscal Year 2021/2022 budget presentation in May.



Vice Chair Peskin also shared with the Board that he would like to resign from the TIMMA Board for the duration of his term in office and did not plan to attend further meetings of the TIMMA Board.

Commissioner Mar requested two items to be scheduled at upcoming Board meetings. This first is an informational presentation on the analysis of the concepts for the future of the Great Highway undertaken as part of the D4 Mobility Study. He said that it is information that has been presented to the public through townhalls and other outreach, and he thinks it's important that the same information is shared with his colleagues on the Board. With respect to the many public comments received expressing concerns about the traffic impacts of the Great Highway closure, he said it is clear that these concerns will only escalate as the economy reopens more.

Commissioner Mar's second request was for a Prop K sales tax funding allocation to initiate outreach and design for a family friendly Sunset Neighborway network. He said that this builds off the lessons learned from the Slow Streets program and over a year of public input and analysis through the D4 Mobility Study. He said that the study identifies a Sunset Neighborway network, a permanent network of safe streets for biking and walking as a key priority, and he has already identified funding to launch planning and design work on this concept. Commissioner Mar said it is clear that the Sunset Slow Streets network needs work to realize their goals while meeting the needs of the neighborhoods, and instead of dedicating time and resources to re-design the temporary programs, they should focus on an inclusive planning process for a permanent network of safe streets and Slow Streets. He said in the long-term he believes that the Sunset Neighborway network can better achieve their goals and serve their needs. Commissioner Mar said he looks forward to their consideration and engaging with the Sunset communities and broader neighborhoods as it moves forward.

Commissioner Walton requested a racial and economic equity study based on the closure of JFK Drive. He said that the racial and economic break down of people who get to enjoy the benefits of the closure raises question on whether it is a violation of constitutional rights to keep people from accessing certain parts of their own city.

During public comment Roland Lebrun asked the Board to agendize a presentation on the Pennsylvania Avenue Extension. He also expressed his displeasure with the virtual meeting platform.

### **13. Public Comment**

Luke Bornheimer spoke in support of the Assembly bills recommended for a position of support under Item 4 and thanked the Board for supporting them.

Patricia Arack said that the data collection of the District 4 Mobility study should be rejected by the Board. She suggested the study be conducted



again in 6 months under normal traffic conditions. With respect to the Great Highway closure, Ms. Arack commented that there is no compromise being discussed, and it should be opened up on weekdays for the commuters.

A caller commented that the District 4 Mobility study was an embarrassment. He added that there had been a lot of discussion surrounding congestion pricing said it would be premature to spend money when they don't know what's going to happen to transportation 3-4 years from now.

**14. Adjournment**

The meeting was adjourned at 12:52 p.m.