



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 8, 2021

1. Roll Call

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

Present at Roll Call: Commissioners Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Chan, Haney (entered during item 3) (2)

Chair Mandelman excused Commissioner Chan from the meeting and also acknowledged Commissioner Haney was working on resolving some technical issues so he could join meeting and excused him from those items where he would be absent.

Chair Mandelman said that he would like to convene the meeting with a moment of silence and adjourn in the memory of their transit family and colleagues at the Santa Clara Valley Transportation Authority (VTA) who tragically lost their lives in the past week. He said that their heartfelt condolences go out to the VTA community and families of the victims, and expressed appreciation for AC Transit, Caltrain, Muni and others who are providing mutual aid to VTA while their light rail service is suspended.

2. Citizens Advisory Committee Report - INFORMATION

Chair Larson reported out on the May 26 Citizens Advisory Committee (CAC) meeting. He stated that the allocations and approvals for projects from various funding sources including Prop K, Prop AA, the Transportation Fund for Clean Air and Senate Bill 1 Local Partnership Funds were supported by the CAC. With regard to the Prop K and Prop AA requests, he said there was interest in whether all-electric street cleaning equipment could be procured as part as the request, but said the CAC was told that currently, all-electric power equipment could not make it up all of San Francisco's hills, but hybrid and all-electric equipment would continue to be explored in the future. He added that the current procurements do meet current air quality standards. He said there was also interest expressed in street trees, recognizing the traffic calming and environmental benefits they provide, and wanting to understand how underserved areas can request trees more easily. He shared that the CAC was informed that District 10 may have additional dollars in the city budget for street trees as a standalone project, and the Urban Forestry Council is the open to questions and participation for those who are interested.

With regard to short-term bike parking, Chair Larson reported that the CAC discussed how the SFMTA determined where to locate bike racks, suggested that crime risk considerations be a factor, and asked whether they could be located in well-lit areas. He added that the inquiry was a recommendation from a CAC member whose locked bike was stolen while he was inside a store for a brief period of time. He shared that



San Francisco Municipal Transportation Agency (SFMTA) staff said they would take the recommendation back to their survey technicians for discussion.

Chair Larson also reported that the Interstate 280 (I-280) Ocean Avenue off ramp improvements were welcomed by CAC members from the area, especially with the planned growth near City College, and the increased volume of transit related to Balboa Park. He said it has been quite a few years since the Ocean Avenue project was proposed to increase safety, and it was nice to see it finally moving forward.

With respect to an information item on Fare Free Muni, Chair Larson said it generated the most discussion amongst the members. He said it was informative to learn about existing discount programs already in place for Muni riders, and although appreciated by the CAC, he said some streamlining and consolidation might make access to the programs a little easier. He said after reviewing the short- and long-term budget issues, the CAC had a greater understanding of the fiscal challenges facing SFMTA. He said staff was also reminded that pricing wasn't the only limiting factor for low-income ridership, but also safety concerns on Muni. He said there was also a detailed discussion about indexing Muni fares as compared to the consumer price index, and at what points fare increases were triggered. He said it was also the fact that other revenue sources such as parking citations and other fees have had the desired effect of reducing reliance on driving but they also reduced the revenue stream. Chair Larson shared that one member had concerns on potentially starting the program as a three-month pilot and then taking away the benefit after that time. However, he said the CAC was left with a very good base of knowledge of the challenges that would come with the Fare Free Muni program, and he thanked staff for the detailed presentation.

During public comment, Aleta Dupree said that she hopes they could buy electric street cleaning vehicles for the flatter parts of the city because it should not be an all or nothing. With respect to Fare Free Muni, she said the principle is relief to the general public, and the best way to help the most people is to offer relief in a way with the fewest barriers and supplement the costs from other funding.

3. Approve the Minutes of the May 25, 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 Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Chan (1)

Consent Agenda

- 4. [Final Approval] Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services - ACTION**
- 5. [Final Approval] Approve the Schedule and Process for Development of a New Expenditure Plan for Reauthorization of the Local Sales Tax for Transportation and Establish an Expenditure Plan Advisory Committee Structure - ACTION**



6. **[Final Approval] Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island (YBI) Multi-use Pathway Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the Project in the Amount of \$1,000,000 from a Priority Conservation Area Grant and \$3,800,000 from a Regional Active Transportation Program Grant - ACTION**

There was no public comment.

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

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

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

Absent: Commissioner Chan (1)

End of Consent Agenda

7. **State and Federal Legislation Update - INFORMATION/ACTION**

Amber Crabbe, Public Policy Manager, and Mark Watts, State Legislative Advocate, presented the item per the staff memorandum and indicated that they were provided an informational update only and no action was recommended.

During public comment, Aleta Dupree said she was generally in alignment with the Transportation Authority's positions and that she was also saddened that Assembly Bill (AB) 550 and AB 859 did not move forward. She stated that she supported the use of electric bicycles and scooters and wanted protection of her individualized data when using these devices.

8. **Allocate \$9,762,378, with Conditions, and Appropriate \$300,000 in Prop K Funds for Ten Requests, and Allocate \$926,928 in Prop AA Vehicle Registration Fee Funds for One Request - ACTION**

Anna LaForte, Deputy Director for Policy and Programming presented the item per the staff memorandum.

During public comment, a caller stated that the Golden Gate Park JFK Drive Access Equity Study should consider equitable access to the park via paratransit services. He said this was pertinent because (1) the park's protected bike lanes limited the number of boarding locations for paratransit vehicles, and (2) road closures blocked paratransit access to portions of the park. He said additional closures would further reduce paratransit access.

Aleta Dupree expressed support for public sidewalk repair, street cleaning equipment, curb ramps, traffic calming and pedestrian street lighting. She also expressed support for the Golden Gate Park JFK Drive Access Equity Study, emphasizing that its evaluation of equitable access should not be limited to racial equity, but should also consider the disabled, visitors from outside the city, and people that do not fall within standard demographic categories, including gender



non-specific visitors to the park.

Victoria Bruckner, a resident of District 9, commented that JFK Drive should be re-opened to automobile traffic, which she said was necessary to provide equitable park access to residents of the Mission district and people with disabilities. She said all the roads in the park other than JFK Drive were accessible to bicycles and pedestrians, whereas JFK Drive was the only access point for motor vehicles to reach the Conservatory of Flowers, Stowe Lake, the DeYoung Museum and the Dahlia Garden, and provided the easiest motor vehicle access the Academy of Sciences and the Japanese Tea Garden. She said motor vehicle access was necessary for equitable access by disabled visitors and long-distance visitors.

Brian Haagsman, Vision Zero Organizer for Walk San Francisco (Walk SF), expressed support for the new signal and signal upgrade projects, the Central Embarcadero Quick Build project, and the Golden Gate Park JFK Drive Access Equity Study. He said these projects addressed several of the six areas of improvements on which the city needed to focus resources to make its streets safe. These focus areas included better traffic signal visibility, more pedestrian countdown and audible signal indicators, and increased investment on safety-oriented quick-build projects. He said these measures had been shown to be effective at reducing collisions, along with a low-stress network of streets such as the limited-access JFK Drive. Mr. Haagsman pointed out that with 11 traffic deaths so far in 2021 the city is outpacing the 2020 fatality rate.

Roland Lebrun expressed support for the allocation requests. However, he suggested that the cost of tree planting and higher-visibility signal heads was excessive. He said in San Jose street trees were the responsibility of property owners, at a fraction of the unit cost to the city.

Luke Bornheimer, with Safe Streets San Francisco, endorsed the comments Brian Haagsman made regarding the agenda item, and specifically expressed support for the Central Embarcadero Quick Build project. He thanked Commissioner Walton for his leadership in initiating the Golden Gate Park JFK Drive Access Equity Study and called on the Board to extend the JFK closure during the course of the study. He stated that there was plenty of parking available in Golden Gate Park for those who required automobile access.

Commissioner Safai said they have been waiting for a number of years for the traffic light improvements on Alemany which is on the border of his and Chair Mandelman's district. He said that Alemany and Theresa Street is one of the highest injury intersections in the entire city, and there had been a number of pedestrian and car accidents. He thanked Director Chang and staff for helping fund the three new traffic signals on Alemany. He said the improvements would help achieve Vision Zero, safety, and traffic calming goals in an area that used to be a mini freeway before I-280 was built. Commissioner Safai also thanked SFMTA and Transportation Authority staff for their creativity on advancing the project as quickly as possible. With respect to tree-planting, Commissioner Safai pointed out that Prop E only funded maintenance for existing trees and canopies, so adding trees in parts of the city that are lacking tree cover - particularly in the Southeast region - required a creative approach such as using the Prop K funds designated for that purpose.

Vice-Chair Peskin said that he and former SFMTA Director, Ed Reiskin, had worked together on speeding up the implementation of the proposed protected bike lanes



included in the Central Embarcadero Quick Build project. He thanked and acknowledged SFMTA engineers, including Casey Hildreth, and Port staff for coming together on the project scope. He agreed with them that starting with the central portion of the Embarcadero, from Mission Street to Broadway, was the right approach for a quick-build project in the corridor. Vice-Chair Peskin said that his office would continue to work to identify revenues for additional quick-build projects, adding that the TNC tax revenues would be helpful. He said that the proposed quick-build project was the first phase of a complete safety project for the full Embarcadero corridor, along with additional portions of the financial district. He thanked his Chief of Staff, Sunny Angulo, for her work on the project thus far, and said his office would continue to push SFMTA to meet the city's need for more quick-build projects.

Commissioner Walton stated that members of the public were correct to point out that the Golden Gate Park JFK Drive Access Equity Study should consider access for paratransit and individuals for disabilities. He said those issues had always been an intended element of the study, including opportunities to make paratransit access to Golden Gate Park better by including pick-up and drop-off spots. Commissioner Walton added that the study would look at access for everyone, and thanked staff for the clarity of their presentation.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Chan (1)

9. Approve the Fiscal Year 2021/22 Transportation Fund for Clean Air Program of Projects - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

During public comment, Aleta Dupree said that she supported the priority order, especially zero-emissions projects and shuttle services, to prioritize not needing to have a car. She said people shouldn't feel forced to have a car. She said she was in favor of additional bike parking, so that people have safe and secure places to lock up their bikes and scooters and to cut down on clutter. She said that she liked the idea of Emergency Ride Home, but that it should not be restricted to taxis because it is important to have more vehicles available rather than less, especially wheelchair accessible vehicles and zero emission vehicles, and that restricting the program to taxis restricts the ability to serve more people.

Commissioner Ronen moved to approve the item, seconded by Vice Chair Peskin.

The item was approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan, Safai (2)

10. Program \$2,050,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds to Two Projects, Amend the Prop K/Local Partnership Program Fund Exchange for the 101/280 Managed Lanes and Express Bus Project to Reprogram \$1,300,000



in Prop K funds to Two Projects, and Appropriate \$1,300,000 in Prop K Funds, with Conditions, to Two Projects - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Commissioner Melgar expressed support and said the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project was an important part of improving Ocean Avenue. She said the project was near City College of San Francisco and Frida Kahlo Way and that each morning students would get off of Muni at the Balboa Park station and make their way across traffic. She said that she had asked staff to develop a plan for Ocean Avenue, starting in District 11 and ending at the El Rey Theatre and indicated that the off-ramp project was an important part of this. She said she was hopeful there would be positive improvements to the street to support the neighborhood, merchants, and the college, and to make the area more vibrant area.

During public comment, Dan Weaver, Executive Director of the Ocean Avenue Association, expressed support on behalf of the Ocean Avenue Association, a community benefits district, for funding the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project. He said the project was essential to improving pedestrian and bicycle safe access to and from Balboa Park BART and Muni and improving vehicle congestion.

Roland Lebrun commented on the Yerba Buena Island Multi-Use Pathway Project and encouraged the project team to work closely with the Metropolitan Transportation Commission and Link21 team, indicating a new transbay tunnel would require substantial construction area on the east side of the island and no one would not want the new trail to be demolished. He said the specific details were in the meeting minutes from the Citizens Advisory Committee on May 26, 2021 under the same agenda item, and were in the Board meeting packet under agenda item 2.

Commissioner Safai expressed appreciation for the I-280 off-ramp projects moving forward and said both District 7 and District 11 would benefit from the I-280 Southbound Ocean Avenue Realignment Project which would benefit pedestrian safety. He said the I-280 Northbound Geneva Avenue Off-Ramp backs up significantly during typical traffic times and there were a significant number of safety issues in the area with people crossing to get to Balboa Park BART and Muni stops. He said the I-280 Northbound Geneva Avenue Off-Ramp would take additional analysis and enter the design phase soon and he hopes the project would help stop congestion and make the area safer for pedestrians, as well as alleviate pressure around City College. He said the project would help achieve safety and Vision Zero goals.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Chan (1)

11. [Public Hearing] Adopt the Proposed Fiscal Year 2021/22 Budget and Work Program - ACTION

Lily Yu, Principal Management Analyst, Finance and Administration and Tilly Chang, Executive Director, presented the item.



There was no public comment.

Chair Mandelman moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioner Chan (1)

- 12. Approve the Revised Administrative Code, Debt, Fiscal, and Investment Policies - ACTION**
- 13. Authorize the Executive Director to Execute Master Agreement, Program Supplements and Fund Transfer Agreements-Thereto with the California Department of Transportation for State-Funded Transit Projects - ACTION**
- 14. Internal Accounting Report and Investment Report (9 months) - INFORMATION**

Chair Mandelman asked for items 12 through 14 to be called together.

Cynthia Fong, Deputy Director for Finance and Administration presented the items.

There was no public comment.

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

Items 12 and 13 were approved without objection by the following vote:

Ayes: Commissioners Haney, Mandelman, Mar, Melgar, Peskin, Preston,
Ronen, Safai, and Stefani (9)

Absent: Commissioners Chan and Walton (2)

- 15. Update on the Pennsylvania Avenue Extension Project - INFORMATION**

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

During public comment, Roland Lebrun said that he was extremely pleased with the accelerated schedule and briefly summarized his letter he submitted for public comment. He recommended eliminating alternatives with an impact on Caltrain operations or that would not be appropriate in a dense urban context. Mr. Lebrun said that an alternative alignment could rely upon underground easements previously acquired by Caltrain and he noted the existing constraints of the 22nd Street Station and the I-280 freeway structure.

Aleta Dupree said she advocates for an underground alignment and a new 22nd Street station that meets Americans with Disabilities Act (ADA) requirements. She recommended considering the example of New York, where larger stations are underground. She provided details of such stations, including Grand Central. She said that it is best to pursue a largely underground system, so that rail does not interfere with the surface.

Cliff Berger, a Potrero Hill resident, said that he thinks the project is exciting and that he hopes to see improvements to the 22nd Street station. He noted that the station is not easily accessible nor pleasant. He also added that he hopes the Transportation



Authority will consider changes to the I-280 as part of the project, which could open up additional options for some of the alternatives.

16. Introduction of New Items - INFORMATION

There were no new items introduced.

17. Public Comment

During public comment Roland Lebrun shared an excerpt from former Supervisor Fiona Ma's letter to Congress, which she shared a day prior, in regard to the state of High-Speed Rail in California. He shared her suggestion to follow the example that Brightline set in Florida, using an existing freeway right-of-way for the high-speed line. He added that it is a great opportunity for the Pennsylvania Avenue Extension (PAX), Downtown Rail Extension (DTX) and the new Transbay tunnels to use the funding sensibly.

Aleta Dupree said transportation is important to her because she doesn't fit society's definition as a disabled veteran person with no car. She said she values affordability, sustainability, and safety, but also wants to feel included. She said she wasn't born in San Francisco but sees it as her home, and her experience with other transportation such as New York transit are relevant enough to be heard. She said she and others who want to work towards a better San Francisco just want to be heard without being pushed to the side.

Patricia Arack with the Concerned Residents of the Sunset thanked Commissioner Mar for his position on opening the Great Highway. She said it should be a compromise and cars should be allowed to use the highway during the work week. She said she finds it troubling that on the weekday, workers that don't have the privilege of working from home are excluded. Ms. Arack said there are problems with data collection, and they should keep these things in mind when they eventually vote on the proposal. She said when you close 4 lanes the cars have to go somewhere, and because of that, they have overburdened Sunset Avenue and other streets.

Luke Bornheimer commented on the JFK study and thanked Commissioner Walton for his leadership. He said he is hoping to see more accessibility improvements on JFK and Golden Gate Park so that everyone can enjoy the kid safe space. He also highlighted Commissioner Mar's work and leadership along with the SFMTA with implementing traffic calming throughout the Outer Sunset area and addressing the large majority of concerns early on as it relates to the Great Walkway. He added that collisions are down by 30 percent which is a testament to the work done in calming traffic. He encouraged people to check out the report from the San Francisco Recreation and Parks Department (RPD) and SFMTA on the Great Walkway and said that there are many benefits to doing a pilot.

18. Adjournment

Chair Mandelman adjourned the meeting at 12:04 p.m. in honor of the VTA victims.