



# ***DRAFT MINUTES***

San Francisco County Transportation Authority

Tuesday, December 7 , 2021

## **1. Roll Call**

Chair Mandelman called the meeting to order at 10:01 a.m. and noted that Commissioner Melgar was excused from the meeting.

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

**Absent at Roll Call:** Commissioners Melgar (1)

## **2. Community Advisory Committee Report - INFORMATION**

Clerk Milton announced there was 1 public comment received on this item that was posted to the website.

Community Advisory Committee (CAC) Member Jerry Levine reported out from the October 27 and December 1 CAC meetings.

Mr. Levine reported that at the October 27, 2021 meeting, the CAC voted to sever and remove the BART request for \$1.1 million in Prop K funds for public address system improvements and the installation of hearing loop technology to assist individuals with hearing aids. He said the CAC asked if the project was being coordinated with San Francisco Municipal Transportation Agency (SFMTA) so that station agents for both BART and Muni in the joint use station spaces in the Market Street subway system could share the hearing loop technology. He shared that BART staff said even though there is regular coordination they would have to approach SFMTA about sharing the technology and report back on any impact that would have on the system implementation and delay. Mr. Levine said CAC members were mindful of the possible impact on low-hearing riders of delay but felt that inquiring about a possible efficiency in upgrading technology for both operators in the shared stations was worth pulling the item, barring any significant project delay.

Mr. Levine reported that at the December 1, 2021, meeting, BART returned to the CAC requesting a recommendation of approval for \$950,000 for the Public Address System Improvements at the Powell Street station, holding back the hearing loop technology portion of the scope to further coordinate with SFMTA, and the CAC recommended approval of the request.

Mr. Levine also reported that CAC members representing Districts 7 and 11 were pleased that the Ocean Avenue Mobility Plan was advancing. He shared that SFMTA noted that project staff was conducting a full inventory of past projects in previous plans and whether unimplemented projects could be advanced and incorporated into the current plan. Mr. Levine commented that it seemed like a useful exercise for a lot of long-term project areas where there have been multiple plans over the years with various degrees of fruition, such as the M-Oceanview, 19<sup>th</sup> Avenue, and the Park



Merced corridor.

With respect to the Geary Rapid Transit Phase 2 request, Mr. Levine reported that at the October meeting, CAC members praised the fact that the project change to side-running busses throughout the corridor would reduce the overall cost, be quicker to deliver, and achieve improvements in travel time and greater flexibility than a project that included center running busses. He added that when asked about the long-voiced desire of some members of the public that the Bus Rapid Transit (BRT) be "light-rail ready", SFMTA staff replied that because the Geary/19th Avenue Street subway has been identified as a top priority through the ConnectSF planning process, as well as pairing with Link 21, the need for a surface rail ready BRT project had greatly diminished.

Mr. Levine shared that during the legislative update, CAC members were very positive about Assembly Bill 43 and the ability for cities to more easily lower speed limits. However, he said a concern was raised about biased enforcement in certain neighborhoods and, especially during the period when drivers would be adjusting to lower speeds, raising concern about the amount of traffic stops involving racial profiling and disparate impacts could increase.

With regard to the request for funds for the Junipero Serra Pavement Renovation project, Mr. Levine said CAC members commented on the long pedestrian crossings at the Ocean Avenue intersection and the safety concerns they presented. In particular, they noted the nearby elementary school and presence of light rail. Mr. Levine said CAC members asked project staff if there were any safety improvements that were tied into the paving project. He continued noting that while San Francisco Public Works (DPW) staff said that no particular streetscape or pedestrian improvements were included in the proposed scope of work, SFMTA staff shared past efforts at improving safety at the intersection after a student was struck several years ago. Mr. Levine added that one CAC member cited the improvements completed at St. Francis Circle as a good model and urged continued attention to the Ocean and Junipero Serra intersection.

With respect to the San Francisco Congestion Management Program, Mr. Levine reported that the CAC recommended approval, particularly praising the depth and presentation of the data. He said, however, members urged staff to consider an outreach and communication plan that could disseminate the information in more accessible ways to communities that may not have access to the internet and knowledge of how the congestion mapping in the report may affect their communities.

Lastly with regard to the Better Market Street update, Mr. Levine shared that members wanted to know what kind of outreach had been done to taxi drivers and how proposed closures would affect access for the disabled. Additionally, the CAC recommended clarification on the bicycle time restrictions on the corridor along the bike detour options and detailing the breakdown of soft costs in budget summaries of the project more prominently.

There was no public comment.

**3. Approve the Minutes of the November 16, 2021 Meeting - ACTION**

There was no public comment.



Commissioner Peskin motioned to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Melgar (1)

### **Consent Agenda**

4. **[Final Approval] Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - ACTION**
5. **{Final Approval] Allocate \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$320,000 in Prop K funds for Four Requests - ACTION**
6. **[Final Approval] Amend the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds - ACTION**

Megan Imperial, District 7 Legislative Aide conveyed comments on Commissioner Melgar's behalf regarding the Ocean Avenue Mobility Action Plan and task force, sharing that she is ecstatic that they are formally being established by the Transportation Authority. She shared that Commissioner Melgar is looking forward to the projects that will be selected and implemented by 2023, as they have been in the works for some time and are finally being acted upon along with community involvement. She shared that the Ocean Avenue Corridor is a multi-faceted area with families, students, merchants, and institutions that will be able to benefit from the changes. She said their office is looking forward to working with the city agencies including the Transportation Authority, SFMTA, SF Public Works, and the Planning Department, to make their vision a reality. She continued saying that the action plan will take on a holistic view and is working to proactively prepare for new developments such as the Balboa Reservoir and for new residents who will be coming into District 7 in the future.

Vice Chair Peskin motioned to approve the consent agenda, seconded by Commissioner Ronen.

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

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

Absent: Commissioner Melgar (1)

### **End of Consent Agenda**

7. **Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - ACTION**

Clerk Milton said there were an estimated 120 + public comments received and posted on the website supporting the Franklin Street Quick-build project which was



part of the Vision Zero Quick-Build request before the Board.

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

Commissioner Preston expressed support for Page Slow Street and Western Addition Area - Traffic Signal Upgrades. He expressed appreciation for Jamie Parks and SFMTA's Vision Zero team for working with the community along the Page Street corridor and his office to design permanent slow-street improvements along Page Street that addressed safety issues that had cropped up with the temporary slow-street implementation. Commissioner Preston said the Western Addition traffic signal upgrades, particularly the signals at Buchanan and Golden Gate, were recommendations from the 2017 Western Addition Community-Based Transportation Plan, and thanked Transportation Authority and SFMTA staff for following through on the plan's recommendations. Commissioner Preston also expressed support for FY22 Vision Zero Quick-Build Program Implementation, especially the protected bike lane on Oak Street. He said the bike lane was greatly needed, as Oak and Fell Streets were dangerous, high speed corridors. He said previous improvements implemented on Fell during the pandemic had greatly enhanced the safety of that corridor. The Commissioner said he had been monitoring data on the performance of the Fell Street improvements and said they had not caused congestion or slowed emergency response. He said the project was an excellent example of inter-agency cooperation among the SFMTA, SF Fire Department, SF Police Department, and the Transportation Authority and hope it could be model for other projects like the one on Oak Street. He thanked SFMTA and Transportation Authority staff as well as the efforts and support of the San Francisco Bicycle Coalition (SFBC) and WalkSF.

During public comment, Janice Lee, SFBC, expressed support for the FY22 Vision Zero Quick-Build and Page Slow Street projects. She also expressed support for Transportation Network Company (TNC) Tax allocation, which would provide partial funding of the Quick-build project, as well as the Quick-build and Vision Zero programs in general. She said she was impressed with the speed at which the SFMTA had advanced the bike lane project on Oak Street, and thanked Commissioner Preston for his support of the project.

Francisco Da Costa commented that the City should revisit the environmental impact of bike lanes and said that while the SFBC was politically powerful, it hadn't learned from the lessons of the past. He said there should have been an environmental impact report on the improvements to be implemented through the FY22 Vision Zero Quick-Build project and said the improvements would cause adverse impacts for people who are mobility impaired.

Brian Haagsman, with WalkSF, expressed support for FY22 Vision Zero Quick-Build Program Implementation. He said the project would help chip away at the 80 miles of City streets in need of safety improvements. He said he was looking forward to the next round of ten Vision Zero quick-build projects, which he expected to advance in Spring 2022. Mr. Haagsman said quick-build projects had been shown to be highly effective in improving pedestrian safety. Finally, Mr. Haagsman expressed support for the Page Slow Street project and the Slow Streets program in general.

Commissioner Stefani commented that Andrew Zieman, a teacher at Sherman Elementary school, was killed in November in front of his school by a driver that ran a



red light at a Franklin Street intersection. She said that location on Franklin Street was very dangerous. She expressed appreciation that Franklin Street was included in the scope of the Vision Zero Quick-build project and expressed support for the Vision Zero program in general. She recognized the many public comments that had been received in support of the Franklin Street Quick-build project and said this would not be the last safety improvement in the area.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Melgar (1)

**8. Approve the 2021 San Francisco Congestion Management Program - ACTION**

Clerk Milton said public comment received on this item was posted to the agency's website.

Bhargava Sana, Senior Transportation Modeler presented the item per the staff memorandum.

During public comment, a caller expressed that the lives of many people were adversely affected due to major service cuts by Muni during the pandemic, for about 18 months, including the subway routes. They asked if a report could be put on the website that describes any surveys that might have been conducted to evaluate peoples' satisfaction with the service cuts and safety levels.

Chair Mandelman noted that the transit coverage charts showed a modest decline in accessibility to 5-minute and 10-minute transit service even before the pandemic.

Mr. Sana hypothesized that many high-frequency routes that were essential to the Muni system were not affected by service cuts (during the pandemic). [Note: A staff review of the transit service coverage metric subsequent to the meeting revealed that only access to 5-minute service declined modestly pre-pandemic between 2017 and 2018 from 43% to 41%, which appear to be due to schedule changes to Muni route 1 California].

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Melgar (1)

**9. Amend Resolution 21-51 to Approve a Revised Schedule for Development of a New Expenditure Plan for the Half-Cent Sales Tax - ACTION**

Michelle Beaulieu, Principal Transportation Planner - Government Affairs, presented the item.

There was no public comment.



Vice Chair 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, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Melgar (1)

**10. Major Capital Project Update - Better Market Street - INFORMATION**

Cristina Calderón Olea, Project Manager at DPW, presented the item.

Chair Mandelman noted that one take away from the Van Ness project was that using the lowest responsive bidder created a problem. He asked what the reasoning was for using it again was and if there were any differences from Van Ness.

Ms. Olea responded the lowest responsive bidder is still the City's primary construction contract selection process. She said they have done a few other selection processes based on qualifications, including "a" plus "b" where they factor in criteria other than the bid price. She continued saying that they stuck with lowest bidder because the scope of work was pretty straightforward and simple, similar to other joint projects they have with San Francisco Public Utilities Commission (SFPUC) and SFMTA. Ms. Olea added that one thing they did differently than the other low-bid contracts was include minimum qualifications for the contractor in terms of experience with working in track right-of-way and on similar scopes of work.

Chair Mandelman replied that his office has signed on to pursue the civil grand jury recommendations around lowest responsive bidder and may have more conversations with SFPW around how that applies on Market Street.

With respect to the underground infrastructure along Market Street, Chair Mandelman asked which agency was figuring it out and what approach would be taken in order to set up this bigger infrastructure project.

Ms. Olea responded that SFPUC focuses on the water, sewer, and auxiliary water supply system throughout the city including Market Street. She said that they work closely with SFPUC staff while continuing to attend their project meetings, and they are the ones who would be monitoring their systems during construction and as time passes. She continued saying that SFPUC receives 311 calls on the sewer lateral, and would continue to replace sewer laterals as needed or as they fail, and additionally would respond to any emergency work that happens or that is needed along the corridor. Ms. Olea further shared that SFPUC mentioned that their infrastructure would last for several more years; however, the concern with the water and the auxiliary water supply system are the lead joints, and in an earthquake, those lead joints could fail. She said they were continuing to monitor the infrastructure and if repairs needed to be made, SFPUC would move that forward. Ms. Olea added that their plan was to complete the underground utility work when they replace the F-line rail, build new islands and do all of the more intense construction work that is tied closely together.

Chair Mandelman inquired on the timeline of the repairs just mentioned.

Ms. Olea responded that there was a possibility they could complete the work between 5th and 8th streets as part of phase 2, the F-loop, because they will be in the



area. She said that as part of construction for the F-loop, they would also construct the center boarding islands at 6th and Market streets, which will be the accessible stops for the F-loop. Ms. Olea commented that it gives them an opportunity to do it as part of the F-loop, however, because of the BUILD grant, there is a condition that they start construction of the F-loop by 2025. She continued saying that 2025 would be the next opportunity where they could build in some of the underground utility replacement in mid-Market. She noted that they will have additional potholing as part of phase 1, so that will help them identify some of the infrastructure and the conditions and gives them an opportunity to look at things a little bit more closely underground.

Chair Mandelman asked about the detour plans for cyclists on Market Street, if they are not going downtown in the morning or coming back in the evening.

Ms. Olea responded that there will be a detour off of Market Street. She said that south of Market Street, cyclists could take Folsom or Howard, and north of Market Street, they could take McAllister or Grove. She mentioned that the detours are only during the four, two-week shutdowns, and during regular construction there will be a bike lane during peak hours and after the construction halts for the day. She continued saying that at the end of the day when construction is done, bicyclists will continue to use Market Street inbound up until the end of the morning peak. Additionally, she said, due to no work on weekends, there will be bike lanes available as well.

Chair Mandelman mentioned there will be a lot of confused cyclists that find they can't get up and down Market Street. He added that having cyclists trying to bike on Mission Street was dangerous, and he hoped that the detour signs would be easy to locate and follow.

Ms. Olea responded that they would have orange construction signage and additional signage specifically for bicycles along with monitors down the construction route. She added that they could look at placing additional monitors along the detour route as well. She continued saying that they would have both fixed signs as well as changeable message signs, guiding people to the detour route for motor vehicles and bicyclists. She added that pedestrians would be allowed to use Market Street even during construction, as they don't expect to have continuous closures for the sidewalks.

During public comment Francisco Da Costa remarked that he has followed the project for 6 years, and still did not see any progress. He added that with using low bidders they would get the same results as they did when using low bidders for Van Ness.

**11. San Francisco Transportation Plan Update - INFORMATION**

Aliza Paz, Senior Transportation Planner, presented the item.

There was no public comment.

**12. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2021 - INFORMATION**

Cynthia Fong, Deputy Director for Finance and Administration presented the item per the staff memorandum.

There was no public comment.



**Other Items**

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

There were no new items introduced.

**14. Public Comment**

Clerk Milton noted that one comment had been received via email and was posted on the agency's website.

During public comment, Roland Lebrun, San Jose, said the cost of Caltrain electrification increased for the third time yesterday from \$1.2 billion in 2012 to \$1.9 billion in 2017 and now \$2.4 billion. He said he would resend two letters he wrote in 2014 and 2017 which predicted this happening. He continued to say that this was why the board passed Resolution 2020-42 as a condition of putting Measure RR on last November's ballot. He said Samtrans had no intention of revisiting governance and were proposing to use Measure RR funds to address the overruns. Mr. Lebrun urged the Transportation Authority to address this matter urgently to avoid losing the trust of voters before they put another tax measure on the ballot.

**15. Adjournment**

The meeting was adjourned at 11:47 a.m.