



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 14, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent at Roll Call: (0)

2. [Final Approval on First Appearance] Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) - ACTION

Britney Milton, Clerk of the Transportation Authority, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: (0)

3. Chair's Report - INFORMATION

Chair Mandelman reported that in the past weekend, he had the honor of celebrating with Commissioner Melgar and other Bay Area transit leaders, the passage of the bipartisan infrastructure bill with U.S. Representatives House Speaker Nancy Pelosi and members of their Bay Area delegation at Salesforce Transit Center. He reported that Speaker Pelosi, and Congresspersons Jackie Speier and Mark DeSaulnier underscored what the new \$1.2 trillion bill, including \$550 billion in new funding, means for the region and state. He continued sharing that they highlighted the importance of better connecting rail systems within the state and Bay Area to address the ever-worsening climate crisis, improve health and equity outcomes, and create good union jobs. Chair Mandelman said as they gathered in the train station in the Transit Center's basement, Speaker Pelosi made it clear that she was particularly keen to see combined Caltrain and California High Speed Rail service reach the Transit Center via the Downtown Rail Extension and related investments in the coming years.

Chair Mandelman shared that the event was a fitting way to cap a challenging, but ultimately productive and encouraging year for transit. He recalled when they began the year and transit was in a precarious state, with ridership at an all-time low, and the economy and sales tax program had taken a big hit. He continued by stating that over the past 12 months, San Francisco has started to recover and there were many



positive developments as the City moves into the new year. He said that Bay Area transit leaders were among those that successfully urged Congress and President Biden to help save transit, and in response, Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act and COVID relief packages to sustain essential services for Muni, BART, and all transit systems across the Bay Area and nation. He recounted that the Transportation Authority held many transportation recovery hearings to discuss Muni and BART service restoration priorities and other critical efforts, and thanked San Francisco Municipal Transportation Agency (SFMTA) and BART staff and the Transportation Authority Board for those important discussions. He continued stating that with the help of two tranches of Federal COVID relief funds and \$30 million of regional "hardship" funds that Commissioner Ronen recently helped secure from the Metropolitan Transportation Commission (MTC), he was very glad to see that all but two Muni lines are planned to return next year in the SFMTA's recently adopted 2022 service plan.

Chair Mandelman reported that in 2021, the agency also saw Prop K sales tax revenues recovering, as well as the vehicle registration fee and Transportation Network Companies (TNC) tax revenue, which were put to good use by funding critical Vision Zero and Quick Build pedestrian and bicycle safety projects, bus-only lanes, and other needed transit system investments; Slow Streets programs; and other recovery efforts. He thanked the Policy and Programming Division led by Deputy Director Anna LaForte, who worked hard all year with partners at the SFMTA and other agencies to support a total of \$94 million in Prop K allocations and \$6 million in Prop AA vehicle registration fee funds to a variety of projects and programs across the city. He recognized partner agencies who focused on essential travelers and goals achieved whether through the addition of over 10 miles of Quick build safety projects or creation of 20 miles of transit priority lanes or implementation of traffic calming solutions citywide and reducing speed limits in the Tenderloin.

Chair Mandelman also recognized the SFMTA for successfully re-orienting Muni lines, slow streets, and bike network to better serve neighborhood-to-neighborhood connections and delivering key projects such as the L Taraval and Geary Phase 1 projects, 2nd Street, Jefferson Street plaza, and the transit bulbs and signals for the 5-Fulton. Additionally, he thanked Commissioners for leading NTIP planning and capital projects large and small in every District including the Innes bikeway in District 10 and neighborways in District 4, 19th Avenue enhancements for Districts 1, 4 and 7, pedestrian safety and traffic calming improvements in Districts 2, 5, 9, and 11, as well as Upper Market safety and Slow Sanchez improvements in the Chair's District.

Chair Mandelman shared that through all of these investments, the Finance and Administration team ensured that San Franciscans could have the highest level of confidence in the Transportation Authority's stewardship of their tax dollars. He continued sharing that the Transportation Authority earned a Certificate of Achievement from the Government Finance Officers Association for the fourth year in a row, and yet again maintained their AAA bond rating, making the Transportation Authority one of the highest rated organizations in the state. He thanked Deputy Director for Finance and Administration Cynthia Fong and her team.

Chair Mandelman noted that there was much more work to do in 2022 but was glad to see so much support, such as the agency's strong partnership with the Transbay Joint Powers Authority (TJPA), where he served as Vice Chair for 2021. He noted that



the Downtown Rail Extension (DTX) project received permission to enter the Federal Transit Administration's New Starts grant program, a key milestone that set the project up to apply for funding in 2023 on an accelerated delivery schedule. He thanked Rail Program Manager Jesse Koehler, Executive Director Tilly Chang, and everyone at the TJPA for their dedication to advancing the DTX project.

Chair Mandelman continued by stating that he was looking forward to a new phase of speed reductions throughout San Francisco. He remarked that the passage of AB 43 this year, which the Board endorsed, allowed the City to take pedestrian safety into account when setting speed limits on local roads. He noted that reducing speeds was one of the most important things the City can do to save lives and meet its Vision Zero goals, and he thanked SFMTA staff for being proactive in their implementation of this new program, with the SFMTA Board approving the first seven speed reduction corridors last week, and with the next batch being developed now.

With respect to the approval of a new long-range land use and transportation vision, Plan Bay Area (PBA), Chair Mandelman thanked Association of Bay Area Governments (ABAG) and MTC representatives Commissioners Ronen, Mar, and Melgar for their efforts at the regional level, and Public Policy Manager Amber Crabbe and Principal Transportation Planner Michelle Beaulieu for guiding the agency toward a plan that included all of San Francisco's key transportation investments.

Chair Mandelman remarked that there was a lot accomplished in 2021, with many more projects to come as the agency develops its San Francisco Transportation Plan and new sales tax Expenditure Plan in 2022, which will be considered by voters in the fall. He thanked the members of the public who were serving on the Expenditure Plan Advisory Committee (EPAC) including Chair Amandeep Jawa and Vice Chair Anni Chung. He thanked Community Advisory Committee members, including Chair John Larson and Vice Chair David Klein.

Lastly, Chair Mandelman recognized the Transportation Authority production team, who had enabled the public to stay engaged with the important work of the Board, CAC, and EPAC. He shared appreciation towards the Clerk of the Transportation Authority, operations team, and SFGovTV. He said that he was very grateful for the dedication of the Commissioners' legislative aides in each office, including Jacob Bintliff in his office, acknowledging them for their support and efforts in advancing transportation access and collaboration across the city and region. Chair Mandelman concluded with thanking Director Chang for guiding them successfully through yet another challenging year and shared his wishes for a safe holiday season and a happy new year.

4. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

During public comment, David Pilpel asked if the Executive Director's Report could be posted to the website and inquired about the 2022 meeting schedule for the Transportation Authority.

Francisco Da Costa said that there needed to be physical data available, as it was difficult to see the changes. He said there needed to be a change as they have been idling in the same place for too long.

Chair Mandelman asked Director Chang when the first January Board meeting for the



Transportation Authority would take place.

Director Chang replied that it would align with the Board of Supervisors' meeting schedule, falling on January 11, 2022.

5. Approve the Minutes of the December 7, 2021 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: (0)

Consent Agenda

6. [Final Approval] 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

7. [Final Approval] Approve the 2021 San Francisco Congestion Management Program - ACTION

8. [Final Approval] Amend Resolution 21-51 to Approve a Revised Schedule for Development of a New Expenditure Plan for the Half-Cent Sales Tax - ACTION

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

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

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

Absent: (0)

End of Consent Agenda

9. San Francisco Severe Traffic Injury Trends:2011-2020 - INFORMATION

Seth Pardo, San Francisco Department of Public Health (DPH), Lead Program Evaluator, introduced the item; Devan Morris, DPH Geographic Information System Analyst and Cartographer, presented the item.

There was no public comment on this item.

10. Vision Zero Action Strategy Update - INFORMATION

Tom Maguire, SFMTA Director of Sustainable Streets, introduced the item; Ryan Reeves, SFMTA Vision Zero Program Manager, presented the item.

Commissioner Melgar expressed appreciation for the increase in quick build projects in the future and asked how these projects were selected by staff and put forward for approval. She said that she understood the High Injury Network and equity zones that sometimes overlap in areas with vulnerable populations, such as seniors, people with disabilities, and children and said she was interested in playgrounds, school zones,



and senior centers as well. She also asked about recent state legislative efforts to empower local jurisdictions to slow speeds.

Ms. Reeves responded that Assembly Bill 43 was signed into law by Governor Newsom and would go into effect in January. She said the SFMTA Board of Directors approved seven corridors for initial speed limit reductions beginning in January with a plan to complete two per month with the first seven corridors complete by April. She said there were 20 or more additional corridors that were likely eligible for speed limit reductions as activity districts, but they required additional work to confirm eligibility as half of the street frontage must be commercial use. She said that SFMTA staff planned to bring forward the next set of proposed locations in early 2022. She also said SFMTA staff were working at the state level to ensure that the definition of safety corridors under AB43 reflected the urban context of San Francisco.

Jamie Parks, SFMTA Livable Streets Director, said there were a few components for selection of quick build projects and SFMTA's first commitment was to use the quick build toolkit across the entire High Injury Network so selection was more about sequencing than where the projects would be installed. He said SFMTA often looked to previous community plans to reference needs that were identified, as well as construction coordination opportunities. He said SFMTA also had other capital programs, including a school traffic engineering program that funded traffic calming and signs in school loading zones. He said that SFMTA had a traffic engineer assigned to help schools identify safety challenges and potential solutions, and a similar program for senior centers.

Commissioner Melgar said that school administration may not be aware of these programs and asked if they were on a demand basis or proactive.

Mr. Parks responded that it was both on a demand basis and proactive. He said SFMTA was systematically working through all schools in San Francisco to put speed humps where appropriate. He said the engineering support was often request-based, working with a San Francisco Unified School District transportation coordinator that funneled requests to SFMTA. He said some circumstances were proactive and that school crossing guards also provided input. He said SFMTA worked closely with DPH on the proactive traffic calming program to target traffic calming and speed reduction measures in areas with seniors and communities of concern. He said this approach supplemented the application-based traffic calming program, recognizing the application-based program may not reflect where traffic calming was needed.

Commissioner Mandelman referenced other cities with great Vision Zero achievements in the same timeframe San Francisco had a Vision Zero policy and asked SFMTA to discuss why San Francisco was remaining generally flat rather than seeing significant reductions.

Ms. Reeves said that SFMTA uses data from DPH to inform decisions and focus resources where they see trends. She said that SFMTA saw an increase in motorcycle fatalities and pursued grant opportunities for motorcycle safety efforts. She said there was also a prevalence of left turn injuries and SFMTA had piloted a traffic calming program focused on left turns paired with education and outreach. She said SFMTA was committed to increasing these and continued to use data to inform efforts. She said other cities had tools not available in San Francisco, such as speed safety cameras and congestion pricing.



SFMTA Director Maguire said that when Vision Zero was adopted in 2014, there were different expectations on how the goal would be achieved, including digging up streets with permanent infrastructure projects, but they found that was expensive and time consuming and would result in only a few miles per year. He said they are now focused more on quick builds which provide safety improvements more quickly and been proven to improve safety. He said that speed safety cameras were needed, but legislation for speed reduction was just passed and it was still limited. He said the United States had backslide in terms of safety over the past two years and while there were many reasons for that, mode shift would be an important part of the Action Strategy and he did believe that severe injuries and fatalities would be higher if work on Vision Zero were not being done.

During public comment, Chris Rose, emergency physician, and crash survivor, expressed the importance of the work being done and thanked SFMTA staff. They said there were positive changes from the draft version of the Vision Zero Action Strategy to the version presented at the meeting and asked Commissioners to support the strategy.

Monique Chavez, emergency physician, said they would like to let their children ride their bikes to school but could not consider it due to safety concerns. They urged the Board to act decisively and said constructing quick builds on every High Injury Network street was the best action to take to prevent more fatalities. They said there were also many injuries that led to years of recovery, disability, and high cost to society.

Katie Ladell, Vice President of the South Beach Rincon Mission Bay Neighborhood Association, asked for continued support for tackling crashes and the misery they cause. She shared a personal experience and said that dangerous driving continued and there should be a plan to manage speed as this was the top cause of crashes. They said quick builds should be constructed on the entire High Injury Network as soon as possible.

Jodie Medeiros, Executive Director at Walk San Francisco (WalkSF), said the Vision Zero Action Strategy had come a long way since the initial draft and said it represents important safety solutions for streets and it could be implemented in months. She said the commitment to speed management was critical as speed was the number one factor in living or dying, and said the plan addresses every High Injury Network street in four years through quick builds. She urged support and asked for support for additional tools including red light cameras, left turn calming, and streetscape projects to build on the success of quick builds.

Drew Benke expressed support for the Vision Zero Action Strategy and said slow streets were important for neighborhoods and hoped they stay for the foreseeable future.

Malcolm Jaramillo, Community Organizer at the San Francisco Bicycle Coalition, thanked SFMTA staff for committing to infrastructure improvements in the Vision Zero Action Strategy. He urged support of the strategy and making it as strong as possible.

Items from Personnel Committee

- 11. Recommend Amendment of Resolution 90-14 to Add Juneteenth as an Annual Observed Paid Holiday - ACTION***



The resolution was approved without objection by the following vote:

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

Absent: Commissioners Mar and Safai (2)

12. Evaluate Public Employee Performance and Recommend Approval of the Executive Director's Performance Objectives for 2022 - ACTION*

Chair Mandelman thanked Vice Chair Peskin and Commissioner Ronen for their time put into the Personnel Committee and explained that the Committee met to discuss the performance evaluation and performance objectives for the coming year for Director Chang and recommended a rating of 'Outstanding' and adopted the proposed objectives for 2022.

The resolution was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (9)

Absent: Commissioner Mar and Stefani (2)

13. Set the Annual Compensation for the Executive Director for 2022 - ACTION*

Chair Mandelman reported that the Personnel Committee recommended a 4.5% pay raise to the Executive Director's salary based on her performance and noted that Director Chang has offered to return one half of a percent, which would result in a 4.0% pay increase. He expressed appreciation for Director Chang, her request, and her work.

Chair Mandelman made a motion to amend the resolution to reflect a 4.0% increase in the Executive Director's salary, seconded by Vice Chair Peskin.

Vice Chair Peskin thanked Director Chang for her salary adjustment gesture, and service, and the Personnel Committee members for their mature deliberations during the Committee meeting's closed session.

During public comment, David Pilpel said that he supported compressing salary ranges with a higher minimum wage and a lower maximum wage. He added though he agreed that Director Chang's performance for the year was excellent, but he was opposed to the salary increase.

The motion to amend the resolution was approved by the following vote:

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

Absent: (0)

Vice Chair Peskin motioned to approve the resolution as amended, seconded by Chair Mandelman.

The amended resolution was approved by the following vote:

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

Absent: (0)



Director Chang thanked Chair Mandelman and the Board and said that it was an honor to serve.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

During public comment, David Pilpel suggested that there was a conflict in the Transportation Authority rules of order and the Brown Act with regard to when to take public comment. Mr. Pilpel also suggested a change to the Juneteenth resolution, removing the word 'observed' in the last resolved clause.

Chair Mandelman asked for staff to make the aforementioned administrative correction to the resolution as suggested by Mr. Pilpel.

16. Adjournment

The meeting was adjourned at 11:31 a.m.