



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 8, 2022

1. Roll Call

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

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

Absent at Roll Call: Commissioners Melgar and Safai (2)

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

Angela Tsao, Acting Clerk of the Transportation Authority, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Melgar and Safai (2)

3. Community Advisory Committee Report - INFORMATION

John Larson, Chair of the Community Advisory Committee (CAC), provided a summary of the January CAC meeting where the CAC recommended adoption of the Transportation Fund for Clean Air local expenditure criteria, Item 6 on the Board agenda, without discussion. With respect to the state and federal legislative program (Item 7), CAC Chair Larson said CAC discussion addressed the potential for reviving an oil extraction fee as a transportation revenue source, which currently was not included in transportation policy proposals, and autonomous vehicle policy work at the state and federal level. The CAC also asked about statutory and policy development related to the loss of union jobs in old technologies with the development of green jobs in emerging technologies and said it would be good for labor to be involved in these discussions. Staff noted the current federal administration has these labor issues on their radar screen.

CAC Chair Larson also supported awarding on-call planning contracts (Item 10) and discussed how project management skill was assessed to ensure work orders and schedules did not slip and also inquired about efforts to include DBE, LBE, and SBE firms in the solicitation and evaluation proposal, and how this proposal doubled on-call firms from 5 to 10 and increased the number of sub-consultants helping to



provide more opportunities for these firms.

Lastly, CAC Chair Larson reported that the CAC heard an update on the Van Ness Bus Rapid Transit project and focused discussion on driver and pedestrian education and outreach when the BRT starts. A CAC member suggested additional ambassadors and crossing guards when first opening and SFMTA staff acknowledged this was a good idea. He said that the Office of Economic Workforce and Development (OEWD) provided a comprehensive presentation on the business mitigation efforts for the project, which the CAC appreciated though members wondered if the \$5,000 to \$10,000 provided to businesses was enough to make a difference given how expensive it is in the city. He said the CAC also expressed frustration with data gaps to help assess program performance and OEWD staff shared this frustration, noting that the pandemic complicated the situation and that there were known data gaps that OEWD is trying to address where it can. He concluded by saying that the CAC appreciated SFMTA's work on the project and were very excited to see the BRT opening soon.

There was no public comment.

4. Approve the Minutes of the January 25, 2022 Meeting - ACTION*

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Melgar and Safai (2)

5. Appoint One Member to the Community Advisory Committee - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

Kat Siegal and Genna Gores spoke to their interest in and qualifications for serving on the CAC for District 5.

Commissioner Preston thanked former District 5 representative Stephanie Liu for all her work in representing the district during the pandemic over the last two years. He said Ms. Liu was a strong advocate for car-free John F. Kennedy Drive, slow streets, and a lot of the district's Vision Zero projects, and expressed appreciation for her service. Commissioner Preston appreciated the strong set of District 5 applicants which his office had the pleasure of speaking with and, in the process, established many amazing connections with the district's transit advocates, and also thanked Ms. Gores for speaking at the meeting and said he looked forward to working with her in the neighborhood. He also thanked Transportation Authority staff for advertising the seat opening, which helped create those connections.

Commissioner Preston said he would like to nominate Kat Siegal for the District 5 CAC seat, who has been a strong advocate in the district for several years, including her involvement in the fight for restoring service to the district's Muni lines, her work on the Market Street railway, and the website she created called MuniRoutes.com to help visualize 2020 route suspensions and ridership impact demographics. He said



that his office looked forward to working with all the candidates and hoped the Board would support Ms. Siegal for the position so that she could continue her work on Muni restoration, decreasing fares, increasing funding for transit, and preserving and expanding San Francisco's network of slow streets, bike lanes, and other pedestrian/bike infrastructure.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: none (0)

6. Adopt Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

There was no public comment.

Commissioner Chan 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, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent: none (0)

7. Approve the 2022 State and Federal Legislative Program - ACTION

Amber Crabbe, Public Policy Manager, presented the item.

Chair Mandelman asked staff to elaborate on Senate Bill 917 (Becker), the Seamless Transit Transformation Act, and the region's movement toward a more connected transit system. He said he understood there were concerns about fare integration and wondered if there were any other areas where we would have to ensure San Francisco didn't disbenefit from a more regional approach.

Ms. Crabbe responded that the bill would require the Metropolitan Transportation Commission to develop a fare integration plan and then transit operators would have to implement it and align their fares with that plan. She added that if transit agencies did not comply with the plan, they then would become ineligible for state operating funding. She explained that when negotiating among 26 transit operators, one challenge included getting the details right, such as how regional transit operators would be treated versus how local operators would be treated in the plan. She stated that another issue to monitor was how fare integration would be funded, since fare revenue and other resources would likely be distributed differently. She said that Transportation Authority staff would continue to engage as these details were negotiated.

Chair Mandelman asked Ms. Crabbe to define what fare integration meant.



Ms. Crabbe replied that it was developing and implementing a policy where the public experience would feel like dealing with a single transit system. She said it also had to do with making transfers among agencies, including from a regional to a local system more seamless to the passenger so they would not be a barrier to taking transit.

Chair Mandelman asked if transit operators would be sending payments to one another for shared ridership.

Ms. Crabbe responded that those details needed to be worked out on a tight timeline. She noted that the current language would require operators to reach an agreement on a fare structure by the end of 2023 and then they would have until July of 2024 to implement the fare integration plan. She said that San Francisco would have to take into consideration the fact that it has subsidized service for so long and significantly compared to other parts of the region and avoid potentially subsidizing other agencies that had not done so.

Chair Mandelman asked for an explanation of the subsidy.

Executive Director Tilly Chang replied that she had just briefed on the bill yesterday and communicated to the bill's sponsor the fact that San Francisco had a very mature and robust transit system, as does much of the region's core. She added that outside of the core there were less robust systems and less dense service. She said that initially the goal was to pilot an integrated fare structure where there was a single very clear price for a ride, with free transfers, so riders weren't penalized as they were now for transferring from one system to another. She stated that there were associated fare policy issues, so as the region works to make the system more legible and transparent for riders, it would be important to ensure that no harm is done to the mature systems in the urban core. She added that San Francisco had for decades invested general funds to subsidize transit rides, where other operators had not done so. Executive Director Chang noted that the Bay Area had a patchwork of more than 20 transit operators because when the federal government removed funding and left local jurisdictions to fund transit on their own in the 1980s, each jurisdiction had to figure out how much they valued transit and how much they were willing to subsidize it. She said the Bay Area had a dynamic, extensive regional transit network but different areas had chosen to fund transit at different levels and in different ways, which was one reason why it had taken so long to implement a seamless network that doesn't charge for transfers from one system to another. She suggested adding this topic to the agenda of a future meeting to have a more thorough presentation and discussion.

Chair Mandelman said he concurred, since there may be a lot of work done in this area in the next two years and the Board should understand it and weigh in as needed.

Commissioner Melgar said she supported a future presentation and discussion as well. She said she did not have a problem with a fare subsidy if it decreases car traffic, congestion, and pollution in San Francisco. She stated that we could resolve the funding gap, perhaps with support from employers who would benefit. She added that it deserved a policy discussion, including about the relationship with neighboring jurisdictions and at a regional level, similar to housing issues. She noted we had been working on fare integration for forever and it was a good thing it was moving forward.



Ms. Crabbe clarified that the bill had just been introduced and was subject to amendment. She said the bill's sponsor was seeking feedback from stakeholders, including from the Transportation Authority, so the Board's input was timely.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: none (0)

8. Award Contracts to Ten Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$3,000,000 for On-Call Transportation Planning Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions - ACTION

Andrew Heidel, Principal Transportation Planner, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

There was no general public comment.

11. Adjournment

The meeting was adjourned at 10:52 a.m.