



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, January 25, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:23 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. Chair's Report - INFORMATION

Chair Mandelman provided a summary of the work accomplished in 2021 by the Transportation Authority, noting the agency had a lot to be proud of and that there was a lot of work yet to be done. He reported that the agency allocated a \$100 million in local funds for safer transit streets and bike lanes throughout the city; transit infrastructure and reliability improvements, paratransit service and a taxi subsidy program for seniors and people with disabilities cut off from transit access due to the pandemic; completion of the first phase of streetscape and transit reliability improvements for both the L Taraval Improvement Project and Geary Bus Rapid Transit project; Jefferson Street Plaza; Tenderloin Safe Streets Improvements; bikeways, safer sidewalks, and crosswalks in Bay View, SOMA, and the Richmond, and the launch of the first phase of a permanent city-wide closed streets network.

Chair Mandelman also reported that the agency successfully advocated for \$30 million in federal funds to support Muni operations and restore transit service and secured \$18 million for the West Side Bridges Seismic Rehabilitation on Yerba Buena Island; and advanced several long-range planning efforts including Plan Bay Area 2050, ConnectSF, and an updated Climate Action Plan, all of which would inform the San Francisco Transportation Plan 2050 update to be completed later in 2022. He noted that all of this would require ongoing funding and announced the upcoming finalization of a new 30-year spending plan to guide the renewal of San Francisco's local transportation sales tax targeting the November ballot. He thanked the Expenditure Plan Advisory Committee community members for their participation and dedication serve on the committee and said he was able to join several of them and members of the public at the previous week's sales tax expenditure plan town hall.

Chair Mandelman spoke on how the Prop K sales tax program successfully leveraged four to seven times its value over the past 30 years and how renewal this year would be an important boost to many transportation priorities including the Caltrain Downtown Rail Extension, Muni and BART core capacity programs, and electric vehicle charging stations, especially given the federal resources available through last year's infrastructure bill.

Chair Mandelman thanked his colleagues for their continued collaboration in this work and looked forward to continued work together and progress in 2022.



Finally, the Chair honored and recognized Transportation Authority Board Clerk Britney Milton on her last day with the agency, commenting that Clerk Milton had been a joy to work with and had been instrumental in keeping the business of the Board on track and accessible to the public, while gracefully managing the myriad and unique challenges of the past two years of remote meetings. He expressed that Clerk Milton would be missed, thanked her, and wished her the best in her future adventures.

There was no public comment.

3. Approve the Minutes of the January 11, 2022 Meeting - ACTION*

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

Consent Agenda

4. **[Final Approval] Appoint Eric Rozell and Kevin Ortiz to the Community Advisory Committee - ACTION***
5. **[Final Approval] Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests - ACTION***
6. **[Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2021 - ACTION***
7. **[Final Approval] Approve Programming of \$4,055,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project - ACTION***
8. **[Final Approval] Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update - ACTION***

Commissioner Walton moved to approve the consent agenda, seconded by Commissioner Chan.

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. **[Final Approval on First Appearance] Adopt the 2021 Annual Report - ACTION***

Tilly Chang, Executive Director, presented the item.



During public comment, David Pilpel requested the annual report and Executive Director's Report be listed as separate items in future agendas, noting they serve different purposes. He thanked Clerk Milton for her work, wished her well, and hoped the high standards continued at the Transportation Authority with regard to meeting notices and materials, and during meetings.

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, Mar, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent: (0)

10. San Francisco's Climate Action Plan 2021 Update - INFORMATION*

Cyndy Comerford, Climate Program Manager with the San Francisco Department of the Environment (SFE), presented the item.

Commissioner Chan asked about funding and identifying funding sources for implementation of the Climate Action Plan (CAP), including what is the estimated budget for implementation and an explanation of dedicated sources of revenues that are being explored. Ms. Comerford responded that Commissioners Mandelman, Mar, and Haney had allocated addback funding for SFE last year for a feasibility study to look at dedicated revenue sources. She said the study will start February 1 and SFE will be working with UC Berkeley's Center for Law, Energy & the Environment as lead consultant with a goal to do a more sophisticated cost analysis and look at appropriate revenue measures. She said there may be more than one source, and it may be something that goes to the ballot and that conversation, which would engage stakeholders and experts was just starting.

Commissioner Haney noted that a big part of achieving goals was moving towards electric vehicle (EV) adoption and this showed as a big impact in the report. He asked if the City was looking at its own programs to transition San Francisco residents' vehicles and City fleet to EVs, if a big part of the emission reduction was not going to come from transit or biking but rather from people changing the vehicles they use, how would the City aggressively help with the progress. Ms. Comerford responded that the City could not replace every gas vehicle one-to-one, so it was important to reduce the number of vehicles on the road, which was captured through the other strategies such as pricing levers, public and active transportation. She said the cars that remained needed to be transitioned to EV. She continued to explain that SFE has an EV program with about \$10 million in funding to be used for charging stations especially for multi-family homes since not everyone can have a charging station in their garage, trying to have more community-led charging stations. Also, SFE plans to use a portion of the funding for transitioning light and heavy trucks. She said the EV roadmap had a plan to transition vehicles from gas to electric. She said that the federal infrastructure bill if the next bill passes, too - they would help accelerate the efforts, as they provide funding for EVs that is expected to trickle down to cities mostly for charging infrastructure but also for outreach and education.

Commissioner Preston asked whether the CAP evaluated the impact of free or



reduced fares on public transit. Ms. Comerford responded that the CAP did not include an evaluation but there was a strategy to evaluate free or reduced fares of Muni within the Transportation and Land Use (TLU) sector.

Commissioner Preston noted the concrete suggestion around using congestion pricing to decrease the use of cars through that strategy but with public transit, the focus was on building a more reliable system so people would prefer to use public transit and shifting trips from cars onto transit and less explicit on the other side of the coin decrease costs and drive folks to transit. He continued the city seemed to be refusing to move forward in a meaningful way, though other cities are doing so nationally.

Ms. Comerford referenced the specific action in the report that stated: By 2022, study the role of Muni fare programs on equity, climate, and mobility goals and adopt recommendations.

Commissioner Preston noted it wasn't listed as one of the strategies but just a recommendation to evaluate by 2022. Ms. Comerford clarified that it was like a sub strategy that was listed under TLU 1 as one of the eight supporting actions.

Commissioner Melgar thanked Ms. Comerford for her presentation and asked her to clarify how SFE would operationalize and implement the actions of the plan, and if staffing capacity was available at the level needed to meet the CAP goals like conducting the analysis Commissioner Preston just referenced, noticing requests for proposals, marketing, public education, advising SFMTA on the most effective TLU strategies to meet goals, and asked there was an accompanying organizational development plan or if SFE was planning to build out staff capacity in the community.

Ms. Comerford answered that they had met with 10 key departments that contributed to the CAP around implementation and developed a draft implementation structure for each department to brainstorm the resources needed to carry out their goals. SFE planned to collect the feedback from the agencies to present a more comprehensive implementation plan, citing the agency's own efforts to identify resources needed to meet its goals.

Chair Mandelman asked for more clarity around expanding EVs as opposed to other forms of non-carbon vehicles. Ms. Comerford responded that EVs were the most proven technology and cost effective out of the alternative options, with some San Francisco environmentalists don't consider hydrogen as sustainable because of the emissions it takes to produce the hydrogen, though it could be an option for larger trucks that were more difficult to electrify. She continued that for personal vehicles, EVs were the most proven and most accessible and anticipated more subsidies and support from the state and federal level to make EVs more affordable. She added that SFE was willing to be nimble, highlighting that if there were new proven technologies accessible to residents and public, SFE would be open to incorporate them in future updates to the CAP.

Chair Mandelman asked for more clarity about the presentation around the EV impacts and pointed to the mixed messaging in the calculations of greenhouse gas (GHG) reductions and co-benefits tables. Ms. Comerford responded that in the Transportation Authority led the emissions reduction analysis, pointing out that the Transportation Authority and SFMTA had concerns with relying so heavily on EVs



because it would not be possible to replace one-to-one every gas vehicle with an electric one. Ms. Comerford noted the chart doesn't reflect one-for-one replace as it assumes the other strategies, as well.

Chair Mandelman said it appears that even with the other strategies, switching to electric vehicles was very important to meet the city's GHG reduction goals. Ms. Comerford confirmed the statement.

Chair Mandelman asked for more clarity on the co-benefits slide. Ms. Comerford said the slide was just an example from TLU 1, the public transportation strategy, and further commented that the technical working group conducted a thorough analysis to show the co-benefits of each strategy, especially ones with smaller GHG impacts which were still important, for the City needed to look at carefully to understand the wider impacts of specific actions.

Chair Mandelman commented that it looked as if EVs have no co-benefits. Ms. Comerford asserted that EVs provided equity co-benefits for communities living near freeways and highways which are typically exposed to high levels of vehicle pollution.

Chair Mandelman asked why emissions were not reported as a co-benefit if they were the core of the EV transition and said Ms. Comerford could explain the table in more detail to him at another time. Chair Mandelman then commented that the zero emissions goal seemed like a good idea, but unrealistic and asked what the barrier to EV adoption was. Ms. Comerford answered that the market and economy would drive the EV strategy more than other strategies within the plan. Chair Mandelman noted that if the city couldn't provide enough charging stations to support the aforementioned market factors, particularly for residents without their own garage, it will be difficult to achieve the city's goals. Ms. Comerford agreed and said charging infrastructure was critical to achieving the goal.

Chair Mandelman asked to explain the evaluation framework to develop curbside charging pilots in 2022 and if there was something bolder than a pilot to achieve the goal for 2030. Ms. Comerford answered SFE was granted significant funding from the California Energy Commissioner to move forward with the recommendations and since 2019 had raised about \$10 million in funding, mostly for infrastructure in the city, making SFE well positioned to take more funding into the community and to achieve the goals.

Chair Mandelman thanked Ms. Comerford for the presentation and said he was looking forward to seeing the results of the aforementioned funding study and future updates.

During public comment, David Pilpel appreciated the presentation questions and discussion and expressed skepticism about electric vehicles and other energy conversion efforts, saying that it moved the problem elsewhere and creates others, and suggested less use, fewer trips, and more local trips as a solution. He said some of these are in the plan strategies and some need to be done by the region. Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.



12. Public Comment

There was no general public comment.

Commissioners Walton, Peskin and Ronen expressed their appreciation and thanked Clerk Milton for her service and wished her well. Chair Mandelman said he expected every member of the Board felt the same way. Clerk Milton thanked the agency, Board members, and Legislative Aides and said they had been amazing to work with, despite the 100% virtual environment.

13. Adjournment

The meeting was adjourned at 11:34 a.m.