



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 12, 2022

1. Roll Call

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

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

Absent at Roll Call: Commissioners Stefani (excused) and Safai (entered during Item 7)(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, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Stefani (excused) and Safai (2)

3. Community Advisory Committee Report - INFORMATION

John Larson, Community Advisory Committee (CAC) Chair, presented the report on the virtual meeting held on March 23. He noted that the CAC recommended both the 2022 Prop AA Strategic Plan/5-Year Prioritization Programs and Prop K Allocations on the April 12 Board meeting agenda for approval, with CAC discussion concentrated on the Prop K bicycle facilities maintenance request for \$400,000 and whether there were any alternatives to the plastic lane delineators that seemed vulnerable to frequent auto damage. He reported that San Francisco Municipal Transportation Agency (SFMTA) staff responded that the current delineators were preferable due to their ease of installation and inexpensive cost compared to concrete buffers, and SFMTA staff clarified that all bike lanes were eligible for maintenance improvements, not just green carpet lanes.

CAC Chair Larson also discussed informational presentations given to the CAC on the topics of SFMTA Subway Renewal and the Transportation Authority's public engagement methodology. He said CAC members asked about whether the subway renewal work entailed any expansion or just improving state of good repair, such as for the train control system. He said that SFMTA Director of Transit Julie Kirschbaum answered that the Core Capacity Study did include some funds to make technical



improvements but no longer included the extension of the M line beyond West Portal. He continued to say that Ms. Kirschbaum clarified that the plan for the new train control system was to set it up to receive automatic software updates and that life cycle management of the system would be improved by anticipating maintenance benchmarks at the beginning of the asset replacement.

CAC Chair Larson also commented that CAC members had questions for Director of Communications Eric Young relating to the maintenance and updates of contact information for community groups, and regarding the means to solicit input on new community representatives and stakeholders that could provide the Transportation Authority with insights relevant to the particular effort being undertaken. In response to CAC questions about forming focus groups, Chair Larson said that staff explained the factors involved were dependent on the project, and may include considerations such as language spoken, ethnic background, residential location, work location, and commute habits. Chair Larson noted that one CAC member said that broad based input should always include consideration of families with children, along with teenage children, as important communities that are frequently overlooked and that cross ethnic and language lines. Lastly, Chair Larson said the CAC also suggested that outreach plans for large projects be presented to the CAC ahead of time for their review and input.

There was no public comment.

4. Approve the Minutes of the March 22, 2022 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, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Stefani (excused) and Safai (2)

Consent Agenda

5. [FINAL APPROVAL] Release \$1,200,000 of Prop K Funds Held on Reserve for the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report - ACTION

6. [FINAL APPROVAL] Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by \$1.7 Million, Decrease Expenditures by \$13.3 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$34.7 Million - ACTION

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Stefani (excused) and Safai (2)



End of Consent Agenda

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

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Melgar said she would like to nominate John Larson and thanked him for his service and for very competently chairing the CAC, voicing the concerns of residents in District 7.

John Larson, incumbent and District 7 applicant, spoke to his interests and qualifications in seeking reappointment to the Community Advisory Committee (CAC).

There was no public comment.

Commissioner Melgar made a motion to appoint John Larson to the CAC, seconded by Vice Chair Peskin.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

8. Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs - ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Preston thanked Mr. Pickford and staff for their work on the Japantown Buchanan Mall Improvements project. He recognized the leadership of Assemblymember Phil Ting in helping District 5 receive significant funds for improvements nearby in Japantown, in addition to the Prop AA funds. He also noted the importance of funding improvements for Fillmore Street, including repair of sidewalks that had been a tripping hazard to people and were neglected for a long time, which was being addressed with San Francisco Public Works on a site-by-site basis.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

9. Allocate \$645,108 and Appropriate \$557,156 in Prop K Funds, with Conditions, for Two Requests - ACTION

Andrew Heidel, Principal Transportation Planner, and Anna LaForte, Deputy Director for Policy & Programming, presented the item per the staff memorandum.



Commissioner Melgar thanked staff and Director Tilly Chang for supporting the request to further evaluate connecting the westside by subway, particularly by BART. She said her district was developing thousands of units of new housing in Stonestown with possible underground parking and significant student housing expansion at San Francisco State, so connectivity both regionally and throughout the rest of the San Francisco transportation network would support the changes in the westside. She appreciated the vision and foresight on it and thinking about the future of the city with sustainability and public transportation connected to everything being developed. Commissioner Melgar said she had had the developers to consider designing the underground parking in such a way that it could have an opening to a subway some day. Commissioner Melgar said that the vision was for Districts 7, 4, and 1 to have subway access to downtown, and she observed that the conversations being had today about access to Golden Gate Park would be so different if there were subway access. She also requested more green carpet lanes throughout the city to make it safer for bicyclists to get around.

Commissioner Mar expressed support for the Geary/19th Avenue Subway Strategic Case, seeing the long process of bringing BART to the westside take its first formal step forward. He said that Commissioner Melgar's office had worked closely with both his office and Commissioner Chan's office on determining priorities, and he thanked Commissioner Melgar for her leadership and partnership. He continued that the westside was constantly discussing the lack of north-south transit options, and filling the gap with efficient, effective, accessible, and affordable transits service would be a transformation not only for their neighborhoods but also for the entire city and the region. Commissioner Mar said that as Central Subway project was approaching completion, there was a need to seriously plan where the subway system should go and grow next. He said the strategic case study was the right first step and he was looking forward to see what the Strategic Case produces.

Commissioner Chan thanked Commissioner Melgar for initiating the study. She expressed concerns for the outer and central Richmond, in being able to help residents get out of their cars, and that controversial issues like the Great Highway didn't have to be controversial if there was efficient public transit in the north-south direction, citing a statistic of 64% of drivers through the Great Highway being Richmond residents. She continued that in thinking about the study and the possible alignment options and subway locations, it was still missing parts for outer and central Richmond. She said was looking forward to consideration in the study of how to efficiently transport outer and central Richmond residents in the north-south direction, especially with Golden Gate Park as a physical barrier, for north-south travel.

Chair Mandelman said he shared the enthusiasm of his westside colleagues for the planning and thinking about the transportation future for the westside to downtown. He reflected on people like Jane Morrison, who advocated for decades for the downtown extension of high speed rail and was unable to see it come to fruition in their lifetime, and hoped that current folks would be able to the subway extension in their lifetimes. He spoke of the future second transbay tube to connect the city to the East Bay and up to Sacramento. He said transportation infrastructure was necessary in supporting population density.

During public comment, Patricia Arack, expressed concern over the extent to which the city was using Prop K funds for bicycle riders and suggested, as a more effective



way to reduce greenhouse gases, directing funding to charging stations for electric vehicles and providing a financial incentive for drivers to switch to electric vehicles, as called for in the city's Climate Action Plan.

After public comment, Commissioner Melgar moved to approve the item, seconded by Commissioner Mar.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

There was no general public comment.

12. Adjournment

The meeting was adjourned at 10:45 a.m.