



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 22, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Haney, Mar, Mandelman, Peskin, Preston, Stefani, and Walton (7)

Absent at Roll Call: Commissioners Chan (entered during Item 2), Melgar (entered during Item 3), Ronen (entered during Item 3), and Safai (entered during Item 3) (4)

2. Chair's Report - INFORMATION

Chair Mandelman noted that there were positive developments on the federal transportation front this month, including the passage of the annual federal appropriations bill last week. He said the agency was grateful that Senator Feinstein was able to secure \$2 million for the San Francisco Municipal Transportation Agency (SFMTA) to help to maintain cable car service, and \$2 million for the BART faregate program. The Chair also thanked United States House of Representatives Speaker Nancy Pelosi for her support in helping secure the \$3.4 million grant awarded to the Water Emergency Transit Authority (WETA) to build an electric ferry to serve the growing Treasure Island and Mission Bay neighborhoods, noting that the Transportation Authority was excited for the project to showcase the Bay Area's first electric ferry service in 2025.

Chair Mandelman also shared that Muni and other Bay Area transit operators received more than \$500 million from the Federal Transit Administration (FTA) as part of the \$2.2 billion in the American Rescue Plan Additional Assistance grant funding for transit operators across the country, which represented an unprecedented share of funding for the region. He thanked the FTA and the Bay Area delegation for these critical operating grant awards, including \$271 million for BART, \$115 million for Muni, \$39 million for Caltrain, and \$25 million for WETA. The Chair continued that the funds would allow the operators to provide local and regional transit service and welcome back commuters in the recovery from the pandemic.

Chair Mandelman said he was also glad to report that the Metropolitan Transportation Commission (MTC) will be considering inclusion of the Caltrain Downtown Rail Extension in the draft of its infrastructure bill advocacy platform, after Mayor Breed, Commissioner Ronen, and Chair Mandelman advocated for it to be endorsed by the region for state and federal funds. He thanked Commissioner Ronen for working with regional colleagues at MTC to form a consensus around the draft Bay Area bipartisan infrastructure law priority projects list recommended by staff, a promising development for the Downtown Rail Extension project. Chair Mandelman concluded by saying he looked forward to continuing the agency's advocacy for federal funding



for this and other important regional transit projects benefiting communities throughout the Bay Area.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

Commissioner Walton thanked Peninsula Corridor Joint Powers Board Directors Monique Zmuda and Steve Heminger for their work on Caltrain governance, as well as Chair Mandelman and Vice Chair Peskin for all their work and time spent at the meetings on governance and supporting Caltrain as a real system. He continued there was much more work to do but appreciated all his colleagues efforts on this topic, including Director Chang.

There was no public comment.

4. Approve the Minutes of the March 8, 2022 Meeting - ACTION*

There was no public comment.

Commissioner Preston 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: none (0)

Consent Agenda

5. [Final Approval] Appoint Peter Tannen to the Community Advisory Committee - ACTION*

6. [Final Approval] Endorse the 2022 Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation - ACTION*

7. [Final Approval] State and Federal Legislation Update - ACTION*

Support: Assembly Bill (AB) 2197 (Mullin) and AB 2336 (Ting and Friedman)

8. [Final Approval] Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests - ACTION*

Projects: SFMTA: Muni Metro Core Capacity Study (\$1,000,000), 20 MPH Speed Limit Reductions (\$750,000), Bike to Work Day 2022 (\$41,758). SFCTA: Muni Metro Core Capacity Study - Project Support and Technical Oversight (\$150,000).

Chair Mandelman severed the Item 8 Bike to Work Day allocation for separate vote.

Commissioner Walton moved to approve the consent agenda with the exception of the Bike to Work Day 2022 allocation under Item 8, seconded by Commissioner Ronen.

The motion 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)

Commissioner Melgar moved to approve the severed Item 8 Bike to Work Day allocation, seconded by Commissioner Mar.

Vice Chair Peskin reiterated his concern stated at the prior Board meeting about funding an organization - here, the San Francisco Bike Coalition, which was also involved in the endorsement process of supervisorial candidates, noting he raised similar concerns about a previous past contract the agency held with an outreach company that was simultaneously a lobbyist of the Board and agency. He continued that he found it troubling that an organization with the power of endorsement was also a recipient of taxpayer funds. Vice Chair Peskin stated his intent to dissent again.

The severed Item 8 Bike to Work Day allocation was approved by the following vote:

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

Absent: Commissioners Peskin and Safai (2)

End of Consent Agenda

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

Dan Tischler, Principal Transportation Modeler, and Daniel Mackowski, Streets Division Project Manager with SFMTA, presented the item.

Commissioner Chan thanked both Transportation Authority and SFMTA staff for working with the District 1 office to ensure consistent and transparent outreach to the community. She said she appreciated the suggestion by Transportation Authority staff to review the design block-by-block, and thanked SFMTA for agreeing to the suggestion and making block-by-block design materials available. Commissioner Chan thanked Mr. Mackowski and SFMTA Director Jeffrey Tumlin for spending time with the District office in talking to merchants along the corridor. She emphasized the importance of outreach, talking to merchants, neighbors, and those impacted by the project. Commissioner Chan also said she appreciated the points that Mr. Mackowski highlighted about working with the San Francisco Public Utilities Commission during the planning phase to ensure that the construction phase will proceed in a coordinated fashion, which she said was the right approach to streamline and be efficient with capital improvements. Commissioner Chan also said she appreciated staff learning from Phase 1 (the Geary Rapid Project) to provide business support to merchants along Geary Boulevard in the Richmond district and looked forward to seeing those conversations take place. She urged colleagues to support the item.

During public comment, Aleta Dupree expressed support for the project to be extended to its second phase because the route was a very long and slow run. She said that it would benefit not only the Geary neighborhood but the city and the region, since, as a regional user, she has used the Geary route to get to a number of places including the Land's End area.

After public comment, Commissioner Chan 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, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Absent: none (0)

10. 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

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

Commissioner Chan appreciated all the work that Ms. Fong and Transportation Authority staff did in managing the budget during such a hard time and ensuring that the agency finances were in a good position.

There was no public comment.

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

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)

11. San Francisco Municipal Transportation Agency Subway Renewal Overview - INFORMATION

Julie Kirschbaum, Director of Transit with SFMTA, and Charles Drane, Acting Chief Maintenance Officer with SFMTA, presented the item.

Commissioner Mar commented that Muni subway renewal was crucial to restoring public trust and increasing ridership. Noting that the program's projected funding need jumped in 2023 (increasing thereafter), he asked if funding had been secured for projects planned through 2023.

Director Kirschbaum answered that the early-year program costs were primarily driven by the Communications-Based Train Control project, which is substantially funded in the SFMTA capital investment program. She said she would get back to the Board with an accurate assessment of the program's funding gaps, noting that funding gaps were more significant in the later years of the program.

Chair Mandelman said he was glad to see that SFMTA had done this long-term assessment of subway needs. He commented that subway performance appeared to have deteriorated in recent months and asked if the Subway Renewal program would implement the kinds of improvements that would address issues such as passenger wait times.

Director Kirschbaum answered that the high levels of service reliability in Fall 2021 were attributable to both temporary service reductions and recently completed reliability improvements. She said reliability had degraded in recent months somewhat as ridership increased. She noted that SFMTA had increased shuttle service



between West Portal and Embarcadero. She added that some user experience issues are due to arrival prediction providing inaccurate information, adding that SFMTA was near completion on improvements to some of those systems.

During public comment, Aleta Dupree commented that redundancy was key to reliable subway service. She said Muni should have the same reliability standards as air travel, which has excellent safety and reliability through redundant and precise systems and maintenance procedures.

After public comment, Chair Mandelman asked to what extent subway reliability was related to SFMTA's human resources challenges.

Director Kirschbaum answered that train operators were not in short supply because they are promoted from the ranks of the larger pool of bus operators. She said, however, that SFMTA was having tremendous difficulty maintaining staff levels in Muni's Maintenance of Way group, which is critical for infrastructure reliability. She said SFMTA had some successes, such as when it was able to quickly mobilize track repair crews during the Market Street closure. She said staffing a full complement of rail operations supervisors had been difficult, particularly during the COVID Omicron wave, but that SFMTA had made good progress with approximately 100 new hires and 30 more hires scheduled for Spring 2022.

Other Items

12. Introduction of New Items - INFORMATION

Vice Chair Peskin requested that staff prepare an item for next Board meeting to authorize a Request For Proposal for an independent economic analysis on the Treasure Island tolling proposal as requested by the Treasure Island Organizing Committee. Chair Mandelman asked Director Chang how the item would fit with staff preparations.

Director Chang noted that current thinking was that the best forum for the next discussion on the Treasure Island tolling policy and affordability program would be at the Treasure Island Mobility Management Agency (TIMMA) Board, and the plan had been to propose an information item in late April or May to provide context and a comprehensive update to the entire TIMMA Board. She said staff could address the economic impact question, along with a other background and proposal information at that meeting, and said she would seek TIMMA Board Chair Haney's guidance, as well as at the Board's guidance.

Chair Mandelman asked if Vice Chair Peskin's request was time sensitive, required it to be heard at the next meeting as opposed to a later meeting, and whether this could go to TIMMA. Vice Chair Peskin asked about having a joint meeting with TIMMA in April. Director Chang answered that staff decided against it having a joint board meeting and opted for presenting an informational item to the TIMMA Board on its own, so that TIMMA could hold Chair and Vice Chair elections, which was meant to take place at the first TIMMA Board convening of the year, as well as to hear an informational update before an action item was brought forward.

Vice Chair Peskin responded that it was standard practice for the Transportation Authority to commission these types of informational items, whether it concerned the SFMTA or other bodies, but was happy to work with the TIMMA Board Chair to figure



out the best approach.

There was no public comment.

13. Public Comment

During general public comment, Aleta Dupree asked the Board to think of the population that uses or aspires to use the San Francisco transportation system, and not to see difference as an impediment in rendering testimony to the Board. She wanted the safest and most equitable system as possible and to be able to approach the system with just as much welcome as anybody else, despite being different. She asked that the Board fund a system that would welcome all, as long as people paid their fares and respected the rules of conduct.

14. Adjournment

The meeting was adjourned at 11:36 a.m.