



# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, May 10, 2022

### **1. Roll Call**

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

**Present at Roll Call:** Commissioners Chan, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

**Absent at Roll Call:** Commissioners Safai (entered during Item 8) (1)

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

Chair Mandelman expressed his intent to no longer agendaize the resolution allowing teleconferenced meetings after May, unless there are any objections from Board members. He noted that one Board member was taking advantage of the provisions to participate remotely at this meeting. Chair Mandelman also stated that he was going to make use of Rule 3.26 allowing the chair to limit public comment to 30 minutes per item for this meeting.

Angela Tsao, Acting Clerk, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

### **3. Chair's Remarks - INFORMATION**

Chair Mandelman welcomed new Supervisor and Transportation Authority Commissioner Matt Dorsey, representing District 6. He also discussed the celebration of the delivery of two Prop K signature projects with the opening of the SFMTA's Van Ness Bus Rapid Transit (BRT) and Improvements project and the delivery of the Presidio Trust's Battery Bluffs project.

The Chair noted he was joined by Commissioners Stefani, Melgar, and Safai for the Van Ness event, which was a great opportunity to appreciate Speaker Pelosi, and funding partners at the Federal Transit Administration and Caltrans. Chair Mandelman congratulated the San Francisco Municipal Transportation Agency (SFMTA) and city agencies and thanked Transportation Authority staff for leading the planning stages and providing \$45 million to support every phase of the project. Chair Mandelman cited 32% travel time improvements for Muni and Golden Gate Transit buses - better



than previously projected - and called out that the project would benefit transit riders, pedestrian safety, and essential infrastructure, with the city's first ever center BRT corridor and new signals, crosswalks, lighting, paving, and underground utilities from Mission to Lombard streets. He recognized the building and construction trades, Muni operators and other workers who made the project happen.

Chair Mandelman discussed the sustainable infrastructure of the new Battery Bluffs park site above the Presidio Parkway's western tunnels that Commissioner Stefani and he attended with the Presidio Trust and its partners for the opening ceremony, as designed by Michael Painter two decades prior. He noted the Transportation Authority had led the project early on through environmental and funding approvals for \$170 million in Prop K sales tax funds and had co-sponsored with Caltrans the first ever public private partnership to deliver the project on time and within budget in 2015. Chair Mandelman said he hoped to continue to fund and deliver projects like these in the new sales tax measure the Board was preparing for voter consideration this fall.

Chair Mandelman also discussed the Mayor's signing of John F. Kennedy Drive street closure ordinance the past weekend, attended by Commissioners Preston and Mar. He note how the San Francisco Recreation and Park Department, SFMTA, and other agencies would be implementing the complementary improvements and staff would report back to the Board as they were completed.

Chair Mandelman closed his remarks by recognizing Deputy Director for Capital Projects Eric Cordoba, who was retiring from the agency after 6 years of service in his current position and over 20 years as the Transportation Authority's Project Management/Oversight consultant. He said Mr. Cordoba had been an incredible asset to the Transportation Authority and City as he capably delivered major infrastructure projects on Yerba Buena Island and downtown, as well as multiple ramps along U.S. 101 and I-280 freeways, in collaboration with city, state, and federal agencies. The Chair thanked and appreciated Mr. Cordoba for his dedication and leadership over the years and congratulated him on his retirement.

#### **4. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the item.

During public comment, Aleta Dupree supported autonomous transportation since it was non-discriminatory and had a set fare.

#### **5. Community Advisory Committee Report - INFORMATION**

John Larson, Community Advisory Committee (CAC) Chair, presented the report on the virtual meeting held on April 27.

CAC Chair Larson discussed the CAC reviewed items, noting that CAC members requested that disability and accessibility communities were consulted on the BART elevator modernization project to ensure it would meet their needs and BART staff affirmed that input from its accessibility task force would be factored into the design.

Mr. Larson also noted that CAC members had questions on the One Bay Area Grant related Safe Routes to School item, including: whether the administrative restructuring would impact the services on the non-infrastructure side, staff answered that procurement called for a higher budget that previously on the implementation portion of the program; and on identifying safety issues around schools, SFMTA staff



answered that the non-infrastructure program gathered information from schools and gave it to SFMTA teams for infrastructure improvements.

Mr. Larson noted discussion on the Ocean Avenue off-ramp item with members suggesting a pedestrian crossing and speed table across Ocean Avenue and staff answering that a signalized pedestrian crosswalk would have tradeoffs related to increased K line light rail train delays. Mr. Larson said he commented on the eight-year long process which seems too long even acknowledging the jurisdictional complication of Caltrans permitting, and noting he recalled the previous plans being not much different than the current proposal.

Mr. Larson said members were generally supportive of the John F. Kennedy Drive plan but had questions around accessibility from equity priority communities like bike lanes connecting to the park which were identified as a need by focus groups studied and staff replied that this information was not included in alternatives of travel from the areas studied to the park. He continued that members also sought information on how the community based organization park shuttles would help people get to the park. He also said there was public comment at the meeting about the lack of close by passenger drop off at park attractions or accessible parking for the elderly or those with mobility challenges.

Mr. Larson also mentioned an incident involving his partner, who seemed to be racially profiled by two BART police officers, a San Francisco police officer, and a security guard, while they were waiting for Mr. Larson at the Glen Park BART station with pet dog in tow. He said if this was how law enforcement was responding to increases in street crime and transit riders' and operators' fears, agencies needed to rethink their priorities and deployment of resources.

There was no public comment.

**6. Approve the Minutes of the April 12, 2022 and April 26, 2022 Meetings - ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

**7. State and Federal Legislation Update - ACTION**

**Support: Assembly Bill 2147 (Ting) and Senate Bill 942 (Newman)**

Mark Watts, state legislative consultant to the Transportation Authority, and Amber Crabbe, Public Policy Manager, presented the item.

Commissioner Melgar thanked Ms. Crabbe for her thorough analysis on the bills, as well as for the analysis she provided to support both her and Commissioner Walton in their role as Bay Area Air Quality Management District Directors.

Chair Mandelman asked for additional information on Senate Bill (SB) 917, Senator Josh Becker's Seamless Transit Transformation Act. He said the goal of having seamless transit was attractive and he asked what concerns staff and other transit



operators had about the bill. Director Chang answered that Metropolitan Transportation Commission staff were invited to speak at a future Board meeting about transit integration efforts. She noted that SB 917 would guide how the region implemented the Transit Transformation Action Plan, including the time frame and goals. She said that the plan included integrated fares, which would reduce the penalties that riders paid when transferring from one transit system to another and would provide common discounts, among other things. She added that staff was concerned about how a common bus fare could be implemented because San Francisco had subsidized fares over a long period of time where other transit districts may not have to the same degree. She stated that San Francisco might as a result be disadvantaged when the region distributed revenues to implement fare integration since the true cost of providing service wasn't represented. She said the effort was overall a positive one and staff was working closely with the SFMTA.

During public comment, Aleta Dupree supported Assembly Bill (AB) 2147 to decriminalize jay walking, SB 942 to sustain reduced fares on transit, and expressed her interest in AB 2594 on improving equity with respect to vehicle registration and toll charges. She said she had not found payment plans to be successful but noted they help with equity for those in need. She said she also supported seamless fare integration that led to a uniform way of riding transit, as well as Bay Bridge Fast Forward so that buses could travel faster on bridges.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

**8. Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests - ACTION Projects: BART: Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000), Traction Power Substation Replacement, Powell St. Station (\$1,500,000)**

Anna Laforte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Aleta Dupree commented that both projects were very important. She said she witnessed firsthand how elevators were important for mobility-impaired passengers when she travelled by BART with a friend. She also commented that it was important for BART to ensure that its electric power substations were fully functional because when full ridership returned to BART the power demand would increase proportionately. Ms. Dupree said that BART was integral to San Francisco and it was proper for the city to contribute to the modernization of BART's infrastructure in the city.

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, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)



**9. Adopt the One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects - ACTION**

Kaley Lyons, Senior Transportation Planner, and Crysta Highfield, Safe Routes to School Program (SRTS) Coordinator, presented the item per the staff memorandum.

Commissioner Melgar asked about the connection between infrastructure to make it safe to walk and bike to school and the SRTS Non-Infrastructure Program and what staff hear about infrastructure needs. She also asked how the OBAG funding for the SRTS Non-Infrastructure Program could help create new systems to focus on infrastructure.

Ms. Highfield responded that the SRTS Non-Infrastructure Program team helped connect schools with the SFMTA team working on infrastructure including traffic calming and engineering teams. She said the SRTS Non-Infrastructure team heard concerns from schools and helped to identify the type of information needed by SFMTA to address the need. She said the teams met regularly to keep moving concerns forward and that the OBAG funding would help free up staff capacity to spend less time administering contracts and more time focused on the strategic direction of the program.

Commissioner Mar expressed support for the SRTS allocation and the stable funding it would provide and said the SRTS program had been a high priority in District 4. He asked how the SRTS program was coordinated with Slow Streets and other safety programs and said there should be close coordination.

Ms. Highfield answered that with transition of the SRTS program from the Department of Public Health to SFMTA, these efforts had been able to coordinate closely, with Slow Streets used as a resource for supervised walk and bike trips to schools.

Commissioner Mar mentioned the walking school bus program and raised concerns from school leadership and parents who had to drive their children to school specifically around the 41st and Ortega Slow Streets that are near two schools. He said the Slow Streets could positively impact getting kids to school by walking and biking but said there could be negative impacts on families that drive, especially with two Slow Streets intersecting at 41st and Ortega. He asked if there was communication between the Slow Streets and SRTS teams around these streets.

Ms. Highfield answered that she could not confirm the street names but said there had been communication regarding school communities concerned about Slow Streets impact to drop-off zones. She said SRTS staff highlighted how Slow Streets could improve safety by decreasing vehicles near school entrances and lowering congestion. She said SRTS staff had initiated Park & Walk/Park & Ride areas a few blocks away from school entrances which could be effective at schools where there were Slow Streets.

Commissioner Mar mentioned the Sunset Neighborways Project, indicated that it included nine streets in District 4 that would prioritize walking and biking and said schools were centered in the planning around the neighborways. He asked if the SRTS



team was in communication with the neighborways team and said it would be a good partnership.

Ms. Highfield answered that they were not familiar with the neighborways project but would look into the planning effort and coordinate.

Commissioner Chan said there was a need for better understanding of the SRTS program deliverables as well as more specific information on annual goals and what the goal was for 2026 when the OBAG funding ends. She said related to equity, she would like to see data on student and family demographics, including where they live, race, and income to help understand if the SRTS program was reaching its goals. She also expressed support for walking school buses but said they require supervision and it was not feasible for all parents, including essential workers, to continue volunteering their time to conduct these activities. She asked what strategy could help with this issue and said she would like to see a deliverable around a target goal of walking school buses and if that goal was being met.

Ms. Highfield said the mode shift goal was measured through biennial school travel tallies, but the tally schedule had been disrupted due to the pandemic and students not traveling to school sites. She said the tallies would be conducted next school year and SRTS staff would be able to provide updated numbers. She said SRTS staff would provide information about where SRTS activities were happening and highlighted a District 3 walking school bus serving Jean Parker/John Yehall Chin schools. She said these schools had less capacity for parental volunteers but had the longest running walking school bus program with SRTS staff walking with students and committed to continue in that capacity. She said in other schools with more parental volunteers, SRTS staff would identify volunteers to keep walking school buses going and would then devote staff time to schools that had fewer parental/family volunteers.

Commissioner Chan expressed support for walking school bus programs and said she would like to understand what it takes to make walking school buses successful, whether that was additional staff time or piecing together other funding sources, and how success was measured.

During public comment, Vernon Haney, Walk San Francisco Family & Schools Coordinator, a partner of the SRTS program, supported funding for the SRTS program as a vital community resource. He said the program partnered with schools and helped families travel to school in safe and healthy ways through walking school buses and walk and bike events which were helpful to parents. He said the SRTS program was critical to San Francisco because children were among the most vulnerable pedestrians and the program was foundational to the city's Vision Zero goals. He urged support for the funding action and continued support for the program.

Matt Dove, parent of District 1 kindergartener and YMCA San Francisco YBike Program Director, said YBike ran the in-school bike education component under the SRTS program and expressed support for continued funding for the program. He said the program trained teachers on providing bike education in schools, provided a bike fleet when needed, as well as bike maintenance and it helped prepare kids to take advantage of the benefits that come with using a bike for recreation and transportation. He said not all parents had time and space to teach their children how to ride a bike and the benefits of doing so and in-school education was critical.



Christopher White, San Francisco Bicycle Coalition Deputy Director, a partner of the SRTS program, supported adoption of the item, particularly the funding for the ongoing SRTS program. He thanked commissioners who participated in Bike & Roll to School week recently and said students who walk and bike arrive to school energized and focused and the program helped to reduce single occupancy vehicle trips and bring the city closer to its Vision Zero goal. He said funding has been difficult with short funding cycles and the OBAG funding was critical. He asked the Commission to support the proposed OBAG framework.

After public comment, Ms. LaForte clarified the item was to approve the OBAG 3 County Program Framework, including recommending programming some of the funds to the SRTS Non-infrastructure Program and Congestion Management Agency (CMA) Planning, with the remaining funds to be programmed through an open call for projects, as well as approving the screening and prioritization criteria that would guide staff selection of projects through the open call for projects process. She also offered to have SFMTA report back on additional SRTS program details if the Board desired. Chair Mandelman said to talk with commissioners offline to see how they wanted to proceed.

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, Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Walton (excused) (1)

**10. Award a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project - ACTION**

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mar moved to amend the title of the item to state a two-year contract rather than a three-year contract, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

Commissioner Dorsey moved to approve the item as amended, seconded by Commissioner Mar.

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton



(excused) (3)

**11. Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project - ACTION**

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Commissioner Melgar thanked staff and Commissioner Safai for help in a survey of locations of concern, including around Lick-Wilmerding High School student safety. She said the area was adding thousands of units of new housing across from City College of San Francisco, so there were many students walking across Ocean Avenue with no crosswalks. She continued the project will be a vast improvement for the entire corridor and for the safety of students at Lick-Wilmerding and City College.

Commissioner Safai thanked staff and said the cars came off the freeway quickly and the design was a measured and thoughtful organization of the Ocean Avenue exit. He noted the number of students walking in the area, especially at travel connection points like BART, Muni, and other transit. He said it was a major congestion point.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

**12. Award Contracts to Seventeen 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 \$8,000,000 for On-Call Project Management and Engineering Services - ACTION**

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, Ronen, Safai, and Stefani (8)

Absent: Commissioners Chan (excused), Peskin (excused), and Walton (excused) (3)

**13. Sales Tax Reauthorization Voter Survey Results - INFORMATION**

Sara LaBlatt, Principal at EMC Research, presented the item.

Chair Mandelman gave a background on the sales tax reauthorization effort, commented that he planned to introduce an ordinance at the Board of Supervisors meeting in the afternoon to place the measure on the November ballot, and thanked





co-sponsors.

During public comment, Aleta Dupree supported the proposed sales tax renewal and requested staff to keep building up the program.

**14. Preliminary Fiscal Year 2022/23 Budget and Work Program - INFORMATION**

The item was continued to next meeting.

**Other Items**

**15. Introduction of New Items - INFORMATION**

Commissioner Mar reported that last year his office and the Transportation Authority concluded the District 4 Mobility and had been working to implement the report's key recommendations. He noted the first project moving forward has been the Sunset Neighborway Network, and work is underway to improve safety on Lincoln, plan for the future of Great Highway, and prepare a strategic case for westside subway service. He requested the staff prepare a business plan for a District 4 On-Demand Microtransit Pilot Project which would include conducting outreach, identifying potential service models, establish the operating requirements, and outlining operating costs and funding strategy.

There was no public comment.

**16. Public Comment**

During general public comment, Aleta Dupree asked the Board to consider transit riders living outside of the city and their testimony on Board items.

**17. Adjournment**

The meeting was adjourned at 12:18 p.m.