



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 25, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Chan, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, and Walton (11)

Absent at Roll Call: Commissioners Dorsey and Stefani (2)

2. Chair's Report - INFORMATION

Chair Mandelman announced that the Transportation Authority received the Excellence in Financial Reporting award from the Government Finance Officers Association of the United States and Canada for comprehensive reporting in fiscal year 2020-2021. This marks the fifth consecutive year that the Transportation Authority has received this award and the Chair congratulated Deputy Director Cynthia Fong and her staff. Chair Mandelman then announced that the San Francisco Municipal Transportation Agency will be opening the much-anticipated Central Subway on November 19th. He congratulated San Francisco Municipal Transportation Agency (SFMTA) leadership and staff as well as the Chinatown community and the late Rose Pak for their support and advocacy. The Chair also congratulated political leaders past and present, including Speaker Nancy Pelosi and Commissioner Aaron Peskin, Transportation Authority leadership and staff, as well as the trades and labor for their key contributions.

The Chair reported the Metropolitan Transportation Commission (MTC) started taking action to endorse major capital projects for funding such as the Federal Transit Administration's New Start program. The Transbay Joint Powers Authority's (TJPA) Downtown Rail Extension (DTX) is seeking a multi-billion dollar grant and the Transportation Authority is working to secure MTC's endorsement of DTX for \$560 million in state funds as matching funds. The Chair reported that he joined with Mayor London Breed in sending a letter of support to MTC leadership. He thanked Commissioner Ronen for her advocacy as a part of MTC's Board for the DTX and San Francisco's other priorities.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Preston thanked the Transportation Authority for all the work on the Geary-Fillmore Underpass Community Planning Study grant application to the federal Reconnecting Communities program, stating that it was one of the most visible reminders of urban renewal and bad planning in his district. He also thanked many of the community groups in the Japantown and Fillmore area for their support and involvement. He noted that this project that had been discussed for many years,



emphasized that there was no grand plan just yet; and that the grant would support a robust community planning process to identify what should be done.

Roland Lebrun commended the Transportation Authority for hiring Carl Holmes as Deputy Director for Capital Projects.

4. Approve the Minutes of the October 18, 2022 Meeting - ACTION*

There was no public comment.

Commissioner Peskin moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Dorsey and Stefani (2)

Consent Agenda

5. [Final Approval] Appoint Rachael Ortega to the Community Advisory Committee – ACTION*

6. [Final Approval] Allocate \$3,701,000, in Prop K Funds with Conditions, and Appropriate \$800,000 for Five Requests – ACTION*

Projects: GGBHTD: San Francisco Ferry Terminal Security Improvement Project (\$347,000). SFCTA: Bayview Station Preliminary Design and Pre-Environmental (\$800,000). SFMTA: Application Based Traffic Calming Program FY20-21 Cycle Construction (\$2,762,000), Application-Based Traffic Calming Program FY21-22 Cycle Design (\$312,000), Schools Engineering Program FY22-23 (\$280,000).

7. [Final Approval] Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program – ACTION*

Projects in Priority Order: 1) BART: Next Generation Faregates (\$5,412,587). 2) SFPW: Transbay Howard Streetscape Improvements (\$12,875,000).

There was no public comment.

Commissioner Peskin moved to approve the Consent Agenda, seconded by Commissioner Melgar.

The Consent Agenda was approved without objection by the following vote:

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

Absent: Commissioners Dorsey and Stefani (2)



End of Consent Agenda

8. SF School Access Plan Update - **INFORMATION***

Commissioner Mar shared that he was thrilled to hear an update on this planning initiative which is at a midway point. He said that the School Access Plan had been a long time in the works, starting when predecessor, former Commissioner Katy Tang, who began looking at the issue of school transportation following yellow school bus service reductions during the 2008 recession. He said that former Commissioner Jane Kim continued the work before Commissioner Mar's office commissioned the School Access Plan in 2019, using state money to fund a comprehensive citywide plan. Supervisor Mar shared that he was excited about the breadth of strategies being considered, the equity focused outreach, and the coordination between his office, the state, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Unified School District (SFUSD), and public school families.

Commissioner Mar said that providing sustainable, accessible, and convenient transportation for students and caregivers was critical for addressing many challenges including our climate action targets, transit first policies, and our commitments to parents and kids. He said that getting to school should never be a barrier to going to school.

Commissioner Mar shared that as a public school parent, he knew that San Francisco families faced real school transportation challenges. He said that most kids were driven to school but that it didn't have to be that way. Commissioner Mar said that he looked forward to the second round of outreach and the final report in the spring. He then shared details about a press briefing for the School Access Plan and an October 27 community meeting on the plan. He concluded by saying that the plan was built on input from the public.

Commissioner Chan commented that she would like to see outreach to parents and guardians with disabilities as well as a reference to SFMTA's Equity Strategy, which was last updated in 2018. She suggested looking at the SFMTA's services and where those services fall short as transportation needs are considered. She also shared that she would like to see a map of school assignments from SFUSD, including information about how far students typically live from the schools they attend. Commissioner Chan said that different strategies applied to students who live close to school versus those who live far from school. She said that an electric bike or walking may work for those who live close to school but those who live further away may require different solutions.

Commissioner Melgar shared that she was a big supporter of expanding what works. She said that during the pandemic she saw a lack of basic services that families rely on. She said that in 1983, SFUSD entered into an agreement with the Department of Education regarding school desegregation and that Muni was a part of that agreement. Commissioner Melgar said that she and Commissioner Ronen were worried about a lack of school-trippers service from SFMTA, especially east/west service which brought students from the Bayview to Lowell, Lincoln, and other high performing public schools on the westside. Commissioner Melgar said that San Francisco was risking the agreement that it had with the Department of Education.



Commissioner Melgar continued by asking how the city could do more of what was already proven to work. She said that there were not enough school tripper buses and that students were being left behind, and that school start times had changed and students were now competing with commuters. In addition, she said that she would also like to see more focus on transportation to afterschool activities. She commented that a van collaborative was once funded by the Department of Children, Youth and their Families and that different aftercare providers shared that service and used it to take kids from home to afterschool activities.

Vernon Haney gave public comment. They shared that they worked for Walk San Francisco and the Safe Routes to Schools Partnership as a community engagement team member. They shared that the Safe Routes to School team encouraged families to get to school by walking, biking, carpool, and transit. They shared that it was important for schools to have the safest infrastructure possible. They said that their priority schools were based in the Bayview and urged improvements to Martin Luther King Jr. Middle School. They shared that parents were frustrated by the time it took to implement safety improvements and said that SFMTA's schools engineering program needed additional resources.

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

Roland Lebrun commented on MTC's Major Project Advancement Policy that would be presented the next morning. He reminded commissioners that the push for Caltrain electrification began in San Francisco over 10 years ago with the specific purpose to allow access to the Salesforce Transit Center via the Caltrain Downtown Rail Extension (DTX) tunnel. His second comment was that the DTX project is critical to the survival of Caltrain which has faced hardship due to a large drop in ridership. He noted that there is currently a \$4.2 billion funding gap. He closed with his hope that Carl Holmes would be able to deliver both the DTX and Pennsylvania Avenue Extension at half of the Transbay Joint Powers Authority's cost estimates.

11. Adjournment

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