



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 14, 2023

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Ronen (excused) and Safai (entered during Item 6) (2)

2. Approve the Minutes of the February 28, 2023 Meeting - ACTION

During Public Comment, Aleta Dupree commended the Transportation Authority for their diligence with the minutes.

Commissioner Dorsey moved to approve the minutes, seconded by Commissioner Stefani.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Stefani, and Walton (9)

Absent: Commissioners Ronen and Safai (2)

3. Community Advisory Committee Report – INFORMATION*

Kevin Ortiz, Chair of the Community Advisory Committee (CAC), reported that the CAC reviewed the 27 Prop K sales tax requests on the agenda and that the CAC received a presentation on the Visitacion Valley and Portola Community Based Transportation Plan (CBTP). He said that the CAC had questions on the Caltrain 22nd Street ADA Study including whether there was the option for an elevator in the future. Chair Ortiz continued by stating that the CAC also had many questions about the Valencia long-term bikeway project including about past studies that should be referenced and whether the proposed study would be able to consider additional options. He the San Francisco Municipal Transportation Agency (SFMTA) for their community engagement, but expressed disappointment in the use of the name 'burrito plan' on official documents as it was offensive to the Latinx community.

4. State and Federal Legislation Update - INFORMATION*

Item 4 was called out of order, before item 3.

Mark Watts, the Transportation Authority's Sacramento advocate, presented the item per the staff memorandum.

There was no public comment.



5. Adopt the Recommendations of the Caltrain 22nd Street Station ADA Access Improvement Feasibility Study for the Preferred Improvements to Achieve Street to Platform Accessibility – ACTION*

Nick Atchison, Planning Analyst for Caltrain, presented the item per the staff memorandum.

Commissioner Walton thanked the Transportation Authority and Caltrain team who prioritized the work and emphasized the importance of ADA accessibility at the station as it was crucial for both the rail system and the community.

During public comment, Aleta Dupree spoke in favor of the proposed ramp plan and highlighted the need for gentle slopes and the ease of use for devices such as powered mobility scooters. She also shared her experiences of using the ramps at other transit systems and airports and stressed the need for stakeholders in the disability community to help patrons with mobility challenges access equipment and negotiate ramps easily.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Stefani, and Walton (8)

Absent: Commissioners Preston, Ronen, and Safai (3)

6. Allocate \$16,406,910 and Appropriate \$687,236 in Prop K Funds, with Conditions, and Allocate \$2,882,492 in Prop AA Funds for 23 Requests – ACTION*

Prior to Item 6 being called, Chair Mandelman stated that out of an abundance of caution and in order to avoid a potential conflict of interest related to the San Francisco Municipal Transportation Agency's (SFMTA's) Valencia Long-Term Bikeway Study request, he asked Vice-Chair Melgar to preside over that request. He stated that his personal residence was within the study area and he recused himself from the meeting.

Vice-Chair Melgar moved to sever the Valencia Long-Term Bikeway Study request from the remaining 22 requests, seconded by Commissioner Peskin and the item was severed without objection.

Mike Pickford, Principal Transportation Planner, presented the Valencia Long-Term Bikeway Study request.

On behalf of Commissioner Ronen, Commissioner Peskin requested an amendment with respect to the Valencia Long-Term Bikeway Study [NTIP] to add the following language to the resolution:

- SFMTA will consider placemaking opportunities as a key factor in evaluating design options and recommendations;
- SFMTA commits to working toward implementation of pilot recommendations in



2024, to the maximum extent possible given funding constraints and feasibility;
and

- SFMTA will explore alternative delivery methods to ensure that all pilot installations occur as quickly as possible, maximize opportunity for community engagement and provide opportunity for flexible design modifications.

During public comment, Tom Radulovich, Executive Director of Livable City, thanked Commissioner Ronen for her proposed amendments to the Valencia Long-Term Bikeway Study. He expressed that there were many varying opinions on the bikeway, and emphasized the need for a vision of what the community wanted Valencia Street to be so that it would be safer for cyclists and pedestrians and also accommodate essential business functions. He suggested that design for Valencia Street should be done through a community process in collaboration with the Better Block Foundation.

Nick Kaestner, a resident of Glen Park who used Valencia for dining, shopping, and commuting, said that Valencia Street was a complicated and complex corridor that people accessed via a variety of modes. He said that there was not a vision to meet the needs of the many users and that the bike lane prioritized vehicular access to the curb at the expense of people who arrived on bike. He expressed his support for the pilot and said he would like to see the pilot on the ground by May 2024.

Zach Lipton, who travels on Valencia Street nearly every day, expressed his support for the funding for the Valencia Long-Term Bikeway Study and thanked Commissioner Ronen for her efforts. He expressed his vision for Valencia Street to be a safe, inviting, and inclusive space for the future. He also expressed his hope for a Mission Community Based Transportation Plan that would think more broadly about transportation in the Mission rather than on a piecemeal basis.

Luke Bornheimer expressed his support for the Livable Cities proposal to work with the Better Block Foundation on pilots to make Valencia Street an even better destination for residents, merchants, and visitors to the corridor. He urged the Transportation Authority and SFMTA to work with the city and an inclusive group of community members to create a process that would serve the diverse needs of the community and the merchant corridor. He said he would like to see the implementation start by May 1, 2024.

Parker Day expressed his support for the funding for the Valencia Long-Term Bikeway Study. He also expressed his support for a Mission Community Based Transportation Plan.

Robin Hamm thanked Commissioner Ronen for her leadership. She said that it was time to fix Valencia Street and stated her support for the center running bike lane and for the funding request for the Valencia Long-Term Bikeway Study. She urged the Transportation Authority Board to support the funding request and to include the placemaking pilot for Valencia Street.

Summer Cha, a resident, bicyclist and car owner, thanked Commissioner Ronen and echoed the previous comments in support of the Valencia Street Long-Term Bikeway Study funding request.

Commissioner Peskin made a motion to amend the resolution to add the aforementioned language with respect to the Valencia Long-Term Bikeway Study,



seconded by Commissioner Stefani.

The motion was approved without objection by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Melgar, Preston, Peskin, Safai, and Stefani (8)

Absent: Commissioners Mandelman (recused), Ronen and Walton (3)

Commissioner Peskin motioned to approve the Valencia Long-Term Bikeway Study request as amended with the additional resolution language, seconded by Commissioner Stefani.

Ayes: Commissioners Chan, Dorsey, Engardio, Melgar, Preston, Peskin, Safai, and Stefani (8)

Absent: Commissioners Mandelman (recused), Ronen and Walton (3)

Chair Mandelman returned to preside over the remainder of Item 6.

Anna LaForte, Deputy Director for Policy and Programming, Mike Pickford, Principal Transportation Planner, and Aliza Paz, Principal Transportation Planner, presented the remainder of item 6 per the staff memorandum.

Chair Mandelman thanked Anna LaForte for all her work on Prop K requests over the years and expressed his excitement at looking ahead to Prop L.

Tilly Chang, Executive Director of the Transportation Authority, thanked Anna LaForte, Mike Pickford, and the Transportation Authority Policy and Programming Division for their work on Prop K, the large group of allocation requests before the Board and the coordination with sponsors and the Transportation Authority Board.

Commissioner Dorsey expressed gratitude to Transportation Authority staff and community members for all the work on the District 6 proposals. He commented that the Mission Bay School Access Plan was very important as the new school opened in a few years and there were transportation challenges with its location between two stadiums. He also expressed gratitude for the team and community members who worked on traffic calming and sideshow deterrence. He thanked Claire Amable, a District 6 native and organizer at the Bicycle Coalition, who worked with his office to identify the areas most in need of traffic calming treatments. He thanked the community for important work done in the East Cut that addressed safety issues and saved lives.

Commissioner Stefani expressed gratitude for the District 2 Safety Study and stated that there were too many tragedies in District 2. She said the study was a start and commented that both phases of the study included public outreach.

Chair Mandelman expressed excitement for all the projects that would make streets safer and was particularly excited for the Slow Sanchez Street.

Anna LaForte thanked Jamie Parks and his team at SFMTA for all their work on the requests. She commented that there would be a lot of upcoming work to support the seamless transition from planning to implementation, consistent with the goals of the Transportation Authority's Neighborhood Program.

During public comment, Aleta Dupree stated that she appreciated the presentation



and commented it was very foundational and broad-based work. She stated that she was a user of many modes of transportation and would like calmer streets. She expressed the importance of curb cuts and good sidewalks. She stated that the electrification work was very important to bring MUNI into the future.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Safai, and Stefani (9)

Absent: Commissioners Ronen and Walton (2)

7. Allocate \$10,000,000 in Prop K Funds, with Conditions, for Downtown Rail Extension Engineering Development and Procurement Preparation and Appropriate \$3,500,000, with Conditions, for Downtown Rail Extension Rail Program Oversight and Technical Tasks for Engineering and Procurement and \$2,500,000 for Pennsylvania Avenue Extension Pre-Environmental Bridging Study – ACTION*

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Commissioner Dorsey expressed his gratitude to the Downtown Rail Extension (DTX) team and conveyed his excitement about the project and its job creation benefits. He offered his office's support to help the project succeed.

During public comment, Aleta Dupree expressed her gratitude for the Transportation Authority's continued commitment to the project and noted the importance of sustained commitment with continued funding support. She noted the project's promise to improve access to downtown San Francisco for travelers in the Bay Area, especially for equity-priority communities and for people with disabilities. Ms. Dupree cited the example of the Grand Central Madison train station in New York City and indicated that a project of the scale of DTX is not unprecedented. She said that the project would bring more Caltrain riders to downtown San Francisco.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Safai, and Stefani (9)

Absent: Commissioners Ronen and Walton (2)

8. Award a Construction Contract to Golden State Bridge/Obayashi Joint Venture, in an Amount not to Exceed \$84,399,951 and Authorize an Additional Construction Allotment of \$15,188,818; Approve a Contract Amendment with WMH Corporation in the Amount of \$2,678,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$5,940,382; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Westside Bridges Seismic Retrofit Project - ACTION*

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff



memorandum.

Commissioner Dorsey expressed his gratitude to Transportation Authority staff for the work on Yerba Buena Island and Treasure Island. He emphasized the significance of the development on the islands in delivering a significant share of San Francisco's affordable housing goals over the next few years. Commissioner Dorsey highlighted the importance of the Westside Bridges Project and offered his office's assistance and support for the project.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Safai, and Stefani (9)

Absent: Commissioners Ronen and Walton (2)

Other Items

9. Introduction of New Items - INFORMATION

Vice Chair Melgar stated that on February 27th she hosted a townhall in the Inner Sunset along with Directors Chang and Tumlin as well as representatives from the Police Department, Recreation and Parks Department and the University of California, San Francisco. Over 100 people attended and they shared their experiences with traffic enforcement, congestion near Golden Gate Park, and the lack of safety for pedestrians and cyclists, especially near Lincoln Way. She said attendees cited constant traffic violations by cars on Lincoln Way, which is on the City's high injury network. Vice Chair Melgar requested a formal study of the Lincoln Way corridor from 3rd Avenue to 19th Avenue. Vice Chair Melgar stated that the first step to improve the road and to meet Vision Zero goals was to understand the specific problems and identify the possible solutions. She closed by stating that she looked forward to working with Director Chang, staff, and Inner Sunset community members.

10. Public Comment

During public comment, Roland Lebrun referenced his letter that was posted on the website and covered Caltrain's effort to replace their diesel locomotives with battery-electric equivalents. Mr. Lebrun then provided a few highlights from his letter. He stated that the significant increase in weight of the batteries (up to 150 tons) that would be added to the Caltrain EMUs (electric multiple-units) did not make sense given the impacts on acceleration, deceleration, wear and tear, and increase energy consumption for the trains running between San Francisco and San Jose. He then stated that the cost of Caltrain proposal for a \$45 million pilot project that would be followed by the procurement of 5 additional EMU trainsets at a cost of \$300 million for procurement of 5 train sets pales in comparison to a battery-electric solution which could include 2 locomotives and needed equipment for the cost of the \$45 million pilot project.

11. Adjournment

The meeting was adjourned at 11:33 a.m.