



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 11, 2023

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent at Roll Call: Commissioners Melgar, Safai, and Stefani (3)

2. Approve the Minutes of the March 21, 2020 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

3. Community Advisory Committee Report - INFORMATION

Kat Siegal, Vice Chair of the Community Advisory Committee, reported that the CAC met in person for the first time in three years. She reported that the CAC had a good discussion on the Quick-Build and Traffic Calming programs. Specific to the Quick-Builds, the CAC wanted to know how SFMTA planned to meet their Vizion Zero goals by the end of 2024. She reported that CAC members were supportive of these projects and that Chair Kevin Ortiz requested quarterly updates from SFMTA. For the Traffic Calming program, CAC members asked how SFMTA would meet the pent up demand and how projects would be prioritized. The CAC also received a presentation on the Travel Diary Survey sponsored by the Metropolitan Transportation Commission, VTA, and Transportation Authority and the CAC stressed that there be an emphasis on equity. Finally, Vice Chair Siegal reported that the CAC received a presentation on Bay Area Express Lanes and members expressed interest in the studies, asking a number of questions, including about equity concerns.

There was no public comment.

4. Appoint Two Member to the Community Advisory Committee - ACTION

Chair Mandelman continued the appointment of District 1 nominee, Sean Kim, to address a scheduling challenge.

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



Rosa Chen spoke to her interest and qualifications in being reappointed to the CAC.

Commissioner Peskin thanked Ms. Chen for her service and her willingness to continue serving.

Commissioner Peskin moved to reappoint Rosa Chen to the CAC, seconded by Commissioner Dorsey.

The motion to appoint Rosa Chen to the CAC was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

5. State and Federal Legislation Update - ACTION

Mark Watts, Public Policy Manager, presented the item per the staff memorandum.

Commissioner Dorsey thanked staff for their work on this item and stated that he was pleased to see AB 645 recommended for a support positions, said he looked forward to it being passed and stated that we was working with Chief of Police Bill Scott to gain support with law enforcement agencies.

Chair Mandelman acknowledged Commissioner Peskin who had been working to get legislative approval for automated speed enforcement for several years now.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

6. Adopt Traffic Congestion Mitigation Tax Program Guidelines and Program \$21,279,740 in Fiscal Years 2022/23 and 2023/24 TNC Tax Funds to the San Francisco Municipal Transportation Agency for Four Projects – ACTION*

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

After Ms. Viray's presentation, Commissioner Peskin asked whether the TNC Tax revenues included money from autonomous vehicle trips.

Director Chang responded that the Treasurer's Office was not able to confirm whether the TNC tax revenue included taxes from autonomous vehicle trips due to taxpayer confidentiality, but that they did confirm that autonomous vehicle companies were subject to the tax.

Commissioner Peskin reminded his colleagues that San Francisco had to get permission from the State to put the Prop D TNC Tax on the ballot. He stated that due to General Motor's opposition to the tax and their lobbying efforts, the bill only passed the state assembly by one vote, after which it was passed by San Francisco



voters by over two thirds. Commissioner Peskin expressed his desire to find out if Cruise was paying their fair share of the tax and to determine whether or not San Francisco could legally waive the confidentiality of these taxpayers as had been done in the past, such as for the commercial vacancy tax.

Jennifer Wong, Transportation Planner for San Francisco Municipal Transportation (SFMTA) Agency, and Damon Curtis, Traffic Calming Program Manager for SFMTA, presented their respective slide decks included in the packet.

Commissioner Engardio commented on the Quick-Build program and stated his understanding that the program's purpose was to implement improvements quickly to test things before commitment to permanent infrastructure. He added that there was a lot of money being spent on new Quick-Build programs and wanted to know when the data from the programs would be used to build permanent infrastructure. He commented that cyclists requested permanent protective infrastructure as plastic bollards were not enough and cited an example at Laguna Honda. He added that there was a Quick-Build project by the San Francisco Zoo along Sloat Avenue that would not connect to Skyline Avenue due to an issue with Caltrans right of way. He explained this specific project would require people to navigate the intersection at Skyline and Sloat. He asked when Quick-Builds would be built into permanent infrastructure. He stated the Quick-Builds concept was good, however cyclists and motorists were frustrated by them and asked when permanent protective barriers could be built.

Ms. Wong responded that Quick-Build projects receive a range of positive and negative responses due to various reasons. She added that the program established an intentional feedback loop that included implementation, evaluation, adjustments, and additional implementation/refinements, if needed. She said SFMTA staff have returned to incrementally improve Quick-Build projects and provided an example of the 7th and 8th street corridors, where SFMTA added bike signals and then transit only lanes to complement transit boarding islands. She said Quick-Build work has a connection to upcoming streetscape projects and provided an example of a detailed design phase for 5th Street to upgrade the Quick-Build into its final form. She added that this effort was time intensive. She commented that SFMTA supplements Quick-Build projects with streetscape and larger capital projects that include state and federal money, but that these larger projects required longer timelines to accommodate additional steps and regulations, such as a federal environmental review.

Commissioner Engardio asked if there were any streets or areas where SFMTA could proceed to build permanent infrastructure such as concrete barriers for cyclists.

Ms. Wong said that SFMTA could look at those permanent infrastructure opportunities. She said they were trying to maximize what they could do with city staff for Quick-Builds and balance their workload. She added there were additional considerations for capital intensive improvements. She provided an example of concrete work that required underground utilities coordination and could trigger investigations for conduits, catchments, and curb ramp accessibility features. She explained that these issues add time for the work.

Commissioner Engardio stated that he understood concrete could require underground utilities work and asked if SFMTA could quickly implement concrete



barriers such as those used for highways.

Ms. Wong said there could be opportunities for that type of concrete barrier and that in comparison to other Quick-Build programs nationwide, SFMTA was proud to have delivered concrete elements such as transit boarding islands with their partners at San Francisco Public Works (SFPW).

Commissioner Ronen asked if there was anything the Board could do in their capacity to hasten the traffic calming process. She commented that many constituents request traffic calming in the neighborhoods and wanted to help streamline the process.

Mr. Curtis responded that the changes SFMTA proposed to shrink the timeline from 3-4½ years down to 1 year would alleviate the concerns from the public received on a regular basis. He stated that he did not anticipate requesting additional help from the Board beyond their approval of the request, but that he could think of some suggestions with a little time.

Commissioner Ronen encouraged Mr. Curtis to notify the Board of any other suggestions. She stated that 1 year was not fast enough. She explained they wanted to trim bureaucracy to make things faster and cheaper where they could without losing their ability to achieve other important goals. She said she supported this item today and wanted to push SFMTA to shorten the timeline further. She added that constituents in District 9 were befuddled by the burdensome and time intensive process. She asked Mr. Curtis to return to the Board to identify ways to shorten the timeline and make a stronger and better program.

Mr. Curtis responded that he wanted to manage expectations properly. He said the proposed 9 month to 1 year timeline was as compressed as SFMTA could get without creating an entirely new branch at SFMTA that would require their own asphalt crew. He added they would continue to tweak and improve the program.

Chair Mandelman commented that the proposal before the Board today represented a very significant change and timeline shortening for the traffic calming program.

Commissioner Ronen said she appreciated that and was excited about the changes, but it was still a long timeline. She asked about the division of labor between SFMTA and SFPW for traffic calming and Quick-Build projects.

Mr. Curtis responded that SFMTA did the planning work, including data collection and evaluation, and design work. He explained construction work was done by SFPW's Bureau of Street and Sewer Repair Asphalt Shop (BSSR) and in recent years they worked with the job order contracting process through both SFMTA and SFPW to advance more traffic calming devices to supplement BSSR's work. He commented that an additional dedicated asphalt crew at BSSR could help SFMTA do more.

Commissioner Walton asked if Mr. Curtis recommended an additional asphalt crew at DPW.

Mr. Curtis responded he did not want to speak for his colleagues at SFPW and he would like to have a further conversation about this idea. He added he could utilize an additional crew and keep that crew busy implementing traffic calming measures for 9 months a year.

Commissioner Preston commented that it was great to see the reduction of the traffic



calming timeline and appreciated Commissioner Ronen's comments. He said there was an impediment to project delivery which was coordination between departments. He explained the Board passed a resolution to have the Vision Zero Task Force reconvene. He explained that funds had been allocated to do Quick-Builds along Oak Street, but that the City later learned that the San Francisco Public Utilities Commission (PUC) planned to perform major construction work on Oak Street the following year. He said SFMTA and PUC did not discuss this work with each other and, as a result, the work turned into a multi-year project. He said it was essential to increase communication between departments in order to implement improvements on time.

There was no public comment.

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

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

7. Allocate \$2,451,857 in Traffic Congestion Mitigation Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for the FY23 Vision Zero Quick-Build Program (Part 2) – ACTION*

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The motion was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

8. Authorize the Executive Director to Enter into a Funding Agreement with the Metropolitan Transportation Commission for a Total Amount Not to Exceed \$270,000 for San Francisco Travel Diary Survey Data Collection– ACTION*

Drew Cooper, Senior Transportation Modeler, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)



Absent: Commissioners Melgar, Safai, and Stefani (3)

9. Amend the Adopted Fiscal Year 2022/23 Budget to Increase Revenues by \$31,243,544, Decrease Expenditures by \$19,121,435 and Decrease Other Financing Sources by \$55,000,000 for a Total Net Decrease in Fund Balance of \$856,528- ACTION*

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

During public comment, Francisco Da Costa called for a needs assessment and a hearing on how funds have been spent the last three years. He closed by stating that public comment was very important.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

10. Approve the Revised Administrative Code and the Debt; Equal Benefits; Investment; Rules of Order; and Sunshine Policies – ACTION*

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Peskin, Ronen, and Walton (8)

Absent: Commissioners Melgar, Safai, and Stefani (3)

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 11:17 a.m.