



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 13, 2024

1. Roll Call

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

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

Absent at Roll Call: Commissioner Safai (1)

2. Approve the Minutes of the January 23, 2024 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, presented the item.

There was no public comment.

4. Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – ACTION

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

CAC Chair Kat Siegal spoke to her interest and qualifications for the position.

Commissioner Preston said he was pleased to nominate Kat Siegal for the District 5 CAC seat and emphasized that the agency was fortunate to have someone of her expertise and commitment to public transportation, now elevated to Chair of the CAC. He noted Ms. Siegal's inaugural appointment in 2022 and said his office had the pleasure of working with Ms. Siegal on several projects, including car-free John F. Kennedy Drive, Slow Streets, transit service restoration and funding, and Vision Zero in District 5 and citywide.

Commissioner Preston continued by noting Ms. Siegal's active involvement in community groups like San Francisco Transit Riders; conducting rider outreach at Sunday Streets; organizing Transit Week events; and participating in rallies calling for state transit funding; advocating for restoration of Muni bus lines during the pandemic; and many other examples of her dedication to improving transportation.

Commissioner Ronen spoke about Venecia Margarita, her nominee for the District 9 seat,



stating that Ms. Margarita has been a decades-long District 9 resident with years of experience with both the Mission and Portola communities. She continued the Ms. Margarita was also a social worker and community organizer; bilingual in Spanish; served on several community boards; and was well-versed in issues facing District 9 residents, especially regarding low-income, immigrant transit riders. Commissioner Ronen highlighted Ms. Margarita's wealth of experience and anticipation in bringing the voices of the marginalized communities in San Francisco to the CAC.

During public comment, Anastasia Yovanopoulos supported the nomination of Kat Siegal.

Roland Lebrun supported the nomination of Kat Siegal.

Following public comment, Commissioner Preston moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

5. State and Federal Legislation Update – INFORMATION

Mark Watts, Principal at Mark Watts Advocacy, LLC, presented the item per the staff memorandum.

Commissioner Chan expressed support for Assembly Bill 1777 (Ting) and Senate Bill 915 (Cortese) and reiterated her opposition to Senate Bill 532 (Wiener), which would raise bridge tolls to temporarily offset transit operating deficits. She stated that local transit agencies should do better with resources available, more money did not necessarily solve the problems, and putting financial burdens on Bay Area commuters would make things more difficult, noting that everyone, particularly local economies, were still trying to recover from the pandemic.

Chair Mandelman asked Mr. Watts about the early renewal of California's Cap and Trade program and where conversation might be at in the legislature.

Mr. Watts responded that he had not heard of legislation to extend the program, but did notice upcoming hearings at budget subcommittees to discuss the Cap and Trade program, which may be the starting point for program extension. He noted that it will be difficult to provide sufficient resources for transformative transportation projects beyond year 2030, particularly transit and rail projects, if the Cap and Trade program was not extended.

Chair Mandelman commented that it would be a problem to wait until year 2030 to address the program when San Francisco had many projects that could benefit in the meanwhile. He continued it was unfortunate to hear of no assurances on the program's extension.

During public comment, Aleta Dupree supported a bridge toll increase to support transit service. She also expressed concern that regulation would make it more difficult to use autonomous vehicles and that consistency in regulation across the state was needed, noting that she wanted to be able to use AVs seamlessly across jurisdiction lines.



6. Approve the 2024 State and Federal Legislative Program – ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

During public comment, Aleta Dupree supported the overall legislative program and expressed appreciation for continued engagement with the Metropolitan Transportation Commission. She asked for continued funding advocacy at the federal level.

Commissioner Melgar 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, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

7. Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION

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

Commissioner Engardio asked if the process to redesign the bus shelters as part of the Muni Transit Shelter Replacement Program would be mindful of and ensure that issues that have occurred with other redesign efforts in San Francisco, such as the trash cans, would not occur again.

Lisa Ising, San Francisco Municipal Transportation Agency (SFMTA) Building Grounds Maintenance Superintendent for Shelter and Platform Maintenance, answered that the SFMTA would be very thoughtful with the new shelter design and would not rush out with a new shelter design. She also noted that the contract with Clear Channel would be up in 2027.

Commissioner Engardio noted that the project information form stated that the Muni Transit Shelter Replacement Program would “improve overall visual features, seating, accessibility, roof and ability for cleaning and maintenance” and asked if the new shelters would be designed to withstand vandalism that occurs to bus shelters.

Ms. Ising replied that the SFMTA understood the concern and that everyone would have a chance to weigh in on the new shelter design, which would present several options, and the SFMTA intended to get all constituents on board for the new shelter design.

Commissioner Preston commented that he recognized the issues with maintaining bus shelters, but noted there were many of them in good condition that were in use every day. He said that he did not want the concerns about bus shelter maintenance and vandalism to cause San Francisco to move away from them and reiterated that shelters were necessary to invest in and maintain. He added that he was working with merchants and the SFMTA on an issue regarding a bus shelter that looked like a massive billboard with two seats and no shelter from the elements in Haight-Ashbury that was placed directly in front of a business, noting it raised the issue of the purpose of bus shelters. He commented that the primary purpose of bus shelters should be to provide seating, protection from the elements, and information to riders. He added that he understood the goal of generating revenue from bus shelters but noted that it should not be the primary function. He asked if there were guiding principles and standards around bus shelters.



Ms. Ising replied that the SFMTA did not have enough staff to maintain all the bus shelters, therefore the contract with Clear Channel to maintain, replace, and install them was essential. She added that the SFMTA received revenue from advertising and that they were trying to find a balance to continue to provide bus shelter amenities and that the contract with Clear Channel was the best solution for now.

Commissioner Preston commented that his main concern was the need for guiding principles around bus shelters, and that the work around revenue, advertising, and maintenance should come after the guiding principles were met. He added that he looked forward to working with the SFMTA on bus shelters to ensure that riders were served and to ensure that small businesses were not negatively impacted.

Commissioner Chan commented that, as Budget Committee Chair on the Board of Supervisors, she recalled that the body approved the Clear Channel contract and it showed it had not been generating revenue and, at best, was breaking even due to the maintenance agreement. She noted that when the Clear Channel contract went through the Budget Committee, there was discussion about whether it was beneficial to San Francisco because Clear Channel was indicating that their commercial revenues were not high enough to continue with the contract.

During public comment, a speaker spoke against Clear Channel ads at bus shelters.

Edward Mason requested his previously submitted comments be considered regarding opposition to funding that supports forced transfers on the J Church, K Ingleside, and L Taraval Muni lines which seemed to contradict the Train Control Upgrade Project indicating enough capacity to fit these lines in the subway. He also suggested utilizing the Santa Clara Valley Transportation Authority's design for bus shelters and reviewing hills on 23rd and Castro streets as part of the Flag Stop Improvement Program, noting that flag stops on hills were dangerous.

Anastasia Yovanopoulos opposed the elimination of Muni lines from the subway service as part of the Muni Metro Modernization Core Capacity project, adding that the new train control system should be able to accommodate the increased demand and ensure that all Muni lines go into the tunnel. She also supported not advancing Prop L funds for the Muni Rail Core Capacity program.

Roland Lebrun expressed his concern regarding the bus shelter with a large advertisement blocking a business and suggested that the matter be referred back to the Community Advisory Committee for further discussion. He also suggested including a condition for moving forward that mandated prior mailing notices to residents and businesses within 200 feet of the proposed new shelter locations.

Michael Schpizner opposed the use of any Prop L funds to promote the removal of any Muni lines from the subway. He asked the Board to obtain clarification from SFMTA before voting or to condition a commitment from SFMTA management that the funds would not be used to remove Muni lines from the subway.

Barry Taranto commented that Commissioner Preston's questions about the Muni Transit Shelter Replacement Program were not adequately answered by the SFMTA and emphasized that bus shelters needed to play a role in the community. He added that the taxi industry had been asking for help from the SFMTA and stated that funds should be used to provide debt relief for medallion holders, who were still struggling, particularly given slower business at the San Francisco International Airport.



After public comment, Chair Mandelman invited the SFMTA to respond to the concerns about the removal of Muni lines from the subway.

Kansai Uchida, SFMTA Project Manager for the Muni Metro Modernization Core Capacity Study, stated that the Core Capacity Study was a long-range plan that would develop a strategy to expand the capacity of the rail system to meet future projected growth and ridership and that the timeline for the study was 10 to 30 years (year 2035-2050 timeframe). He said that the study would look at solutions that included longer trains, replacement of aging infrastructure, reliability improvements, and service restructuring or rerouting of the service patterns to help increase the system's carrying capacity. He reiterated that the potential changes would all happen on the 10- to 30-year time horizon. He added that the SFMTA had found thus far that the use of different service patterns could maximize capacity and reliability when combined with other strategies like longer trains on busier lines. He stated that the study would not make a final decision on service rerouting and any recommendation that would come out of the study would be on the 10-plus year timeline. He added that the SFMTA thought it was an important tool to improve capacity and reliability that should be explored further. He reiterated that the SFMTA would not address near term service changes any sooner than 10-plus years. He added that the SFMTA was doing early outreach as part of the ongoing study, and there would be more outreach as the work progressed towards implementation.

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, Peskin, Preston, Ronen, Safai, and Stefani (10)

Absent: Commissioner Walton (1)

8. Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – ACTION

Camille Cauchois, Assistant Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Walton (1)

9. Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – ACTION

Lynda Viray, Transportation Planner; Shannon Hake, SFMTA Program Manager; and Christine Osorio, Vision Zero Education Coordinator, presented the item per the staff memorandum.

Vice Chair Melgar asked how the camera program worked. She shared there was a



camera at Junipero Serra Blvd where she crossed a yellow light and received a letter as a picture was taken. She added this letter affected her driving behavior and she carefully drove at this intersection thereafter.

Ms. Hake responded that speed cameras worked differently from red light cameras. She explained that speed cameras had a radar system within them that only triggered the camera when a radar system has been activated. She stated that if a vehicle moved more than 10 miles per hour then the radar was activated and would take a picture. She emphasized the system was only activated when there was a speeding vehicle.

Vice Chair Melgar asked what occurred after the speeding violation was recorded.

Ms. Hake responded that for the first 60 days of operation there was a warning period with a letter sent and no fees associated. She explained that after the first 60 days there were fees set by the State which were \$50 if one goes 11-15 miles per hour over the posted speed limit and the fee amounts increased with higher speeds over the posted limit.

Chair Mandelman asked about the distinction between a moving violation and a civil penalty.

Ms. Hake responded that a moving violation was issued by the San Francisco Police Department and could have a criminal component. She explained that speed camera violations were civil penalties that were assessed by SFMTA with no repercussions with the Department of Motor Vehicles (DMV).

Chair Mandelman asked what the highest amount of fee penalty was.

Ms. Hake responded that the highest amount was \$500 for traveling 100 miles per hour or more in a vehicle.

Chair Mandelman asked how the logistics worked and if tickets were automatically generated. He inquired if a human being was involved in the issuance of tickets.

Ms. Hake responded that after the speeding vehicle triggered the camera, an image was taken of the rear license plate, which was sent to a vendor for quality control then forwarded to SFMTA's Parking Control for review and ticket issuance approval. She explained there was a DMV lookup of the license plate to determine the registered location to send a letter.

Chair Mandelman asked if SFMTA had the staffing capacity to issue tickets.

Ms. Hake affirmed capacity and stated they still needed to pick a vendor after legislative hurdles were cleared. She added there were many vendors who operated similar systems for many cities.

Chair Mandelman asked about the staffing capacity specifically of SFMTA employees.

Ms. Hake responded that they had a hiring plan and would have staff in place to start the program early next year.

Commissioner Dorsey commented that the target audience appeared to be car owners and how to change driving behavior. He asked since there were three Bay Area cities involved, if SFMTA considered direct mail outreach to every car owner in the Bay Area.

Ms. Osorio responded that they were aware from other cities that direct mail was a very



effective tactic and SFMTA would explore that and build it into their budget.

During public comment, a speaker opposed the speed camera program, stating that criminals did not care about the cameras because they would not pay the fees.

Jodie Medeiros, Executive Director at Walk San Francisco supported the speed camera program and commented that speed was the number one killer on the streets and pedestrians died at the highest rate amongst all travel modes. She requested the Board approve release of the funds in order for SFMTA to conduct education and get the program started in early January 2025 and commended SFMTA for their update and said she would like this program to remain on track.

Barry Taranto expressed concern over lack of involvement by paratransit and worker union community groups. He requested that someone address the issue of cab drivers having to pay garage fees for driving through the garage for customer drop-off at Golden Gate Park and for more paratransit funding.

After public comment, Commissioner Dorsey 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, Melgar, Peskin, Preston, Ronen, Safai, and Stefani (10)

Absent: Commissioner Walton (1)

10. Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

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

There was no public comment.

Commissioner Stefani 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, Melgar, Peskin, Preston, Ronen, Safai, and Stefani (10)

Absent: Commissioner Walton (1)

Items from Personnel Committee

11. [Final Approval] Adopt Five Job Classifications and Revised Organization Chart – ACTION

Chair Mandelman thanked Vice Chair Melgar and Commissioner Ronen for serving on the Personnel Committee.

The item was approved without objection by the following vote:

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

Absent: Commissioner Walton (1)



12. [CLOSED SESSION] [Final Approval] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2024 – ACTION

Chair Mandelman called for Commissioners to indicate if they desired to bring the item to closed session. No Commissioners so indicated, and thus, the item was kept in open session.

Chair Mandelman explained that though previous years' objectives had not been historically published in the Personnel Committee where they were part of a duly noticed closed session item, there was some interest from the public in being able to weigh in on the 2024 Objectives, so the Chair allowed public comment for Item 12.

During public comment, Roland Lebrun appreciated the chair allowing public comment on this item. He expressed disappointment in having no opportunity for the public to comment on the new fiscal year's objectives ahead of the Personnel Committee and requested that next year's objectives be presented to the CAC so CAC members could have a chance to review and comment on those prior to the Personnel Committee.

After public comment, the Chair sought a roll call vote.

The item was approved without objection by the following vote:

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

Absent: Commissioner Walton (1)

13. [Final Approval] Set the Annual Compensation for the Executive Director for 2024 – ACTION

Chair Mandelman announced that after deliberation at the Personnel Committee, members recommended setting the Executive Director's compensation at a 4% increase, to a total of \$322,400, effective March 4, 2024.

The item was approved without objection by the following vote:

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

Absent: Commissioner Walton (1)

Other Items

14. Introduction of New Items - INFORMATION

Commissioner Chan requested Commissioners entertain a motion or resolution to endorse Senate Bill 915 (Cortese), to grant local jurisdictions the authority to restrict Autonomous Vehicles.

There was no public comment.

15. Public Comment

During public comment, Edward Mason expressed concern over the environmental sustainability of corporate commuter buses, which seemed to run continuously even without passengers.



A speaker expressed concern over the degradation of San Francisco over the past 30 years, through symptoms of technology, overpopulation of bikes, autonomous vehicles, and children riding scooters with masks on.

Mike Swire requested the Board ensure staff conducted an honest, open review of the proposed widening of I-280, along the Mission Bay, Potrero, and Dog Patch neighborhoods, which still needed community and environmental reviews. He said freeway widening caused increased traffic congestion; increased greenhouse gas emissions into surrounding neighborhoods; increased frequency of traffic violence at off-ramp areas; and decreased ridership to Caltrain.

16. Adjournment

The meeting was adjourned at 11:52 a.m.