



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, February 12, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton, and Yee (9)

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

Consent Agenda

2. **Approve the Minutes of the January 29, 2019 Meeting – ACTION**
3. **[Final Approval] Allocate \$3,526,007 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**
4. **[Final Approval] Approve a Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Civic Edge Consulting and Convey, Inc. in a Combined Amount Not to Exceed \$300,000 for On-Call Communications, Media and Community Relations – ACTION**
5. **Adopt the 2018 Annual Report – ACTION**

There was no public comment.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Walton.

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

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton, and Yee (9)

Absent: Commissioners Brown and Safai (2)

End of Consent Agenda

6. **Approve the 2019 State and Federal Legislative Program – ACTION**

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

Commissioner Mandelman asked what issues the agency anticipates the CASA (Committee to House the Bay Area) Compact would bring over the next few months.

Ms. Crabbe answered that in broad term it covers funding, policies, and protections which address things like inclusionary zoning, regional-level revenue measures, and other policies, many

of which the City already has in place.

Chair Peskin cautioned staff to proceed carefully and to consult the Board for direction on this topic, which warrants thoughtful discussion. He noted that the compact was developed without a lot of local engagement.

Ms. Crabbe agreed with Chair Peskin's remarks and stated that staff is working closely with the Planning Department to analyze housing-related bills and would keep the Board informed and seek its guidance on related legislation.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioners (0)

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

Mark Watts, State Legislative Advocate, presented the item.

Commissioner Yee commented on Assembly Bill 252 and Senate Bill 127 and thanked fellow Board members Mar, Haney, Safai, Mandelman, Brown, and Ronen for co-sponsoring a Board of Supervisors resolution supporting Senate Bill 127, pointing out that both bills were important in aligning with San Francisco efforts. He further commented on Senate Bill 59 regarding autonomous vehicles and the lack of language on Vision Zero. He said it was important to ask the author to include the language which is consistent with San Francisco's policy and he observed that Vision Zero seems to be gaining traction as a statewide movement. Commissioner Yee also commented on Senate Bill 50 regarding housing and the impact on local jurisdiction's ability to apply the state mandates while struggling to find funding for transportation infrastructure for the growing city population, and wanting to ensure that Senator Wiener understands that concern.

Chair Peskin addressed Mr. Watts to confirm that he had heard all the comments, and suggested that the Board work with Senator Allen and Senator Wiener's offices to address the comments made.

Commissioner Mar echoed Commissioner Yee's comments and thanked the agency for recommending support of Senate Bill 127, adding that that pedestrian safety is a personal and public interest of his. He asked Director Chang for her thoughts on Senate Bill 50.

Director Chang answered that the agency is relying on analysis from the Planning Department to help evaluate the impacts of the proposed changes on the city. She noted that the bill seems to try to address some of the concerns raised about last session's predecessor bill such as concerns about vulnerable communities at risk of displacement. Director Chang further commented that Senate Bill 50 was silent on transportation infrastructure funding or investment; however, during the process of passing 2017's Senate Bill 1, she noted that Senator Wiener successfully advocated for higher amounts of funding for transportation, particularly transit.

There was no public comment.

Commissioner Yee moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioners (0)

8. Allocate \$11,115,000 and Appropriate \$500,000 in Prop K Sales Tax Funds, with Conditions, for Six Requests – ACTION

Anna LaForte, Deputy Director for Policy and Programming; Julie Kirschbaum, Acting Director of Transit at the San Francisco Municipal Transportation Agency (SFMTA); and Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum. With respect to the SFMTA's Breda LRV Overhauls request, Ms. LaForte described two additional conditions proposed by staff based on feedback staff had received from Board members during briefings. Ms. LaForte described the conditions as follows: 1) placing 25% or 50% of the Prop K funds budgeted for Contracts/Purchase Orders for the propulsion gate drivers, master controllers, and advance train control system overhauls on reserve to be released no sooner than September 1, 2019 and only after the SFMTA presents the following to the Board: work performed to date, updated procurement schedule, the proposed schedule for the remaining overhauls, and review of impacts of overhauls on vehicle performance and 2) placing \$624,500 budgeted for contingency on reserve pending demonstration that the funds are needed, presentation to the Board, and Board approval to release the funds.

Commissioner Yee commented that the additional grant conditions as drafted by staff appeared to take into consideration the uncertainty in the amount of funds that would be needed for overhauls of SFMTA's fleet of Breda light rail vehicles (LRVs), as well as the uncertainty in the timing of the replacement fleet. Responding to a question from Chair Peskin, Commissioner Yee said his preference regarding the portion of the Breda LRV Overhauls allocation that should be placed on reserve was 35%.

Commissioner Walton asked why the recommendation was to place part of the LRV overhaul allocation on reserve.

Ms. Kirschbaum answered that the SFMTA was still weighing the costs and benefits of the proposed accelerated replacement of the Bredas against the risk of an increased vehicle failure rate among the Breda LRVs as they approach their standard retirement date.

Chair Peskin commented that the Board needed a clearer assessment of the number of vehicles and systems that needed to be overhauled for SFMTA to maintain LRV service until the fleet could be replaced.

Commissioner Walton asked if unused funds could be applied elsewhere.

Ms. LaForte answered that unneeded funds would be returned to the same Prop K Expenditure Plan category (i.e. Muni vehicles) and would be available for other Muni vehicle projects, including the replacement of the Bredas.

Commissioner Mar asked about the timeline for overhauling and refurbishing the Breda LRVs, and which Muni routes would be served by the refurbished vehicles versus new vehicles.

Ms. Kirschbaum answered that SFMTA did not assign specific vehicles to specific routes. With regard to the overhaul schedule, she said some replacement parts for the Bredas were difficult to procure, but expected that the overhaul effort would be completed closer to 18 months than the

2.5 years described in the allocation request.

Commissioner Fewer asked if SFMTA'S Residential Transportation Demand Management (TDM) program was intended to encourage new residents to use public transportation.

Miriam Sorrell, Senior Planner at the SFMTA, answered that the pending request was not targeted specifically at new residents or public transportation; but rather, included new and existing residents and would encourage use of transit and other sustainable modes like cycling and walking. She added that the proposed scope included a literature review of past examples, anywhere in the world, to identify what strategies have proven effective in influencing people to change travel behavior.

Commissioner Fewer asked how the impact of a TDM program would be measured.

Ms. Sorrell answered that the project would include a pilot study and would measure both actions of participants as well as their perceptions about the quality of their experience.

Commissioner Fewer commented that in previous outreach efforts, the SFMTA's efforts to provide language access for non- and limited-English speakers had been weak. She asked for a commitment that a large, diverse pool of participants would be included in the pilot study, including seniors, disabled people, people with varying income levels, and new residents.

Ms. Sorrell confirmed that the pilot would be large enough to include a diverse study group, with diversity of language and location, as well as all the groups mentioned by Commissioner Fewer.

Commissioner Fewer commented that travelers also make decisions based on their stage of life, expressing concern that families often have complex transportation needs that make public transportation a difficult option, especially on weekdays. She advocated for a program that would encourage families to use public transit on the weekends when public transit may be a more viable option for families.

Commissioner Fewer asked if the Residential TDM request included a construction phase and if it was related to the Safe Routes to School program.

Ms. Sorrell clarified the current request was for did not encompass construction and that there is a separate Safe Routes to School Program that does include a traffic calming infrastructure improvement element.

Commissioner Fewer further commented that her constituents had asked for more traffic enforcement around schools. With regard to the additional grant conditions proposed for the Breda LRV Overhauls allocation, she said that 50 percent of the allocation should be placed on reserve, and thanked staff for drafting those financial assurances for inclusion in the item. Finally, Commissioner Fewer said she was concerned about how congestion pricing would affect the economically disadvantaged, expressed significant concerns about the implementation of such a policy, but expressed support for the Congestion Pricing Study.

Commissioner Mandelman asked if SFMTA should have anticipated that the Breda LRVs would not achieve their full expected useful life.

Ms. Kirschbaum answered that the vehicles had been in service for 20 of the 25 years of their expected useful lives. She said two contributing factors influenced SFMTA's current overhaul and replacement efforts. The first was that SFMTA's design specifications for the Bredas had been overly prescriptive, which resulted in unnecessarily complicated mechanisms and a high rate of breakdowns. The second factor was that the expected useful life of a vehicle was

premised on comprehensive mid-life overhauls that had not been performed.

Commissioner Mandelman asked if the agency had a different protocol in place for the new fleet acquisition.

Ms. Kirschbaum answered in the affirmative. She said the current vehicle procurement differs from that of the Bredas in three respects: use of performance specifications based on industry standards rather than detailed design specifications, a preventative maintenance program that meets or exceeds manufacturer recommendations, and programming funds for mid-life overhauls.

Commissioner Mandelman expressed support for the Congestion Pricing Study, noting that it is an important tool in the toolbox for policymakers to consider, but acknowledged that most San Franciscans have doubts about the policy despite high levels of concern about congestion. He said he was strongly interested in congestion solutions that addressed the concerns of San Franciscans, particularly regarding equity issues.

During public comment, Francisco DaCosta expressed concern that families were leaving San Francisco because of congestion. He lamented a lack of empirical data presented in support of the recommendations before the Transportation Authority, and lack of comment from operators, machinists, or other operations specialists.

Stuart Cohen, Director of Transform spoke in support of the Congestion Pricing Study, particularly its emphasis on equity in the proposed scope of work. He said Transform had developed a tool kit for developing policies to advance equity in opportunity, affordability, and health outcomes as part of a comprehensive congestion pricing program.

Commissioner Peskin asked for consensus among Board members on the portion of the Breda LRV Overhaul allocation that should be held in reserve (25, 35 or 50 percent) and directed staff to reflect the additional conditions for that allocation in the Board resolution.

Commissioner Safai indicated that he would be comfortable with about one-third of the total Breda LRV Overhauls allocation, rounded up to an even number.

Chair Peskin calculated a reserve of \$1.1 million based on based on Commissioner Safai's comment and asked for a motion.

Commissioner Safai moved to amend the item to hold in reserve \$1.1 million of the \$7.5 million request for the Breda LRV Overhauls project and the \$624,500 of contingency funds. Commissioner Walton seconded the motion.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioners (0)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioners (0)

9. Adopt the Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning]

– ACTION

Kimberley Leung, Program Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Commissioner Ronen thanked Ms. Leung for the report. She commented that the feedback she has received from her constituents on the protected bikeway is mixed, in part because of the short length of the pilot and the dramatic change between the regular bike lane and the pilot. She said she is looking forward to seeing the results of the evaluation. Commissioner Ronen also highlighted how little responsibility companies such as Uber and Lyft have taken on doing their part in terms of funding, geofencing, or taking other actions to improve safety along the Valencia corridor. She said she is supportive of a fully protected bikeway along the entire length of Valencia, but also that she wants the companies that are causing safety issues to do their fair share in funding and taking responsibility for their actions.

Commissioner Mandelman asked if the report gives up too early on whether additional enforcement can make a difference. He added that additional enforcement could discourage vehicles from driving into the bike lanes. Commissioner Mandelman said he has also received mixed feedback on the pilot and asked what SFMTA has seen in the first month of the pilot implementation.

Ms. Leung responded that while the pilot moved very quickly from design to implementation, they are hearing a lot of support from the cycling community. She said that the SFMTA has worked closely with schools and churches to address their concerns over the loading island. Further, Ms. Leung noted that the SFMTA has also heard concerns over parking loss and the loading zones, and as part of the evaluation will be collecting video data and public opinion surveys from all users to hear concerns.

Commissioner Mandelman said he had also heard concerns from businesses, saying they are losing business due to the parking loss. He asked if the SFMTA can explore options such as additional metering on the side streets to mitigate these concerns.

Ms. Leung said she would bring this back to the SFMTA's parking group so they can explore alternatives such as metering on side streets.

Commissioner Mandelman asked how the boarding islands are working, particularly around concerns of kids crossing the bikeway.

Ms. Leung said that the boarding islands seem to be operating well. She noted that the bikeway narrows when it reaches the island, encouraging cyclist to slow down. Ms. Leung said that the SFMTA is working to include additional signage and road markings to encourage cyclist to slow down. She added that parents from the schools are volunteering to help students cross the bikeway.

Commissioner Mandelman thanked Ms. Leung, the SFMTA, and Mayor Breed for expediting the pilot program but added that this effort leading to a report to the SFMTA Board in 2020 seemed slow and he encouraged the SFMTA to find ways to expedite the long-term project.

Ms. Leung commented that the agency was evaluating the pilot immediately and would continue evaluating throughout the year, as well as taking the time to analyze the three design alternatives brought before the public.

Commissioner Mandelman asked why it takes so long to analyze the alternatives and get the project moving forward.

Ms. Leung commented that there are a lot of projects that the agency is working on throughout the city that require coordination with sister agencies, whether it needs Fire Department inspections, or are being implemented by San Francisco Public Works crews, which slows down project implementation.

Commissioner Mandelman urged the SFMTA to expedite the project thanked Ms. Leung for her efforts.

Commissioner Haney thanked Ms. Leung for work on the project. He asked if the collision data mentioned in the report refers to reported collisions and how that data is collected. He said that if it's only reported collisions, that this will vastly underreport the total number of collisions. Commissioner Haney also expressed concerns over TNCs role and asked if they had been involved in the report, and if the SFMTA was evaluating the geofencing pilot mentioned by Commissioner Ronen. He also asked how the SFMTA is considering courier services as part of the analysis.

Ms. Leung answered that the collision data is from police records. She added that SFMTA meets with Uber and Lyft regularly and they are aware of the curb management changes in the bikeway pilot area but the SFMTA cannot require TNCs to geofence and force pickups and drop-offs in designated zones. She said she would get back to Commissioner Haney on whether the SFMTA can use video data for enforcement purposes.

Chair Peskin pointed out that it might be helpful to hear the perspective of Transportation Authority staff on curb management and asked Director Chang to speak on the matter.

Director Chang commented that as a result of the previous year's policy work on emerging mobility, some recommendations were presented for curb management strategy, led by the SFMTA. She suggested inviting the SFMTA team working on curb management to provide an update to the Board and she offered Transportation Authority staff to get more involved as needed.

Commissioner Fewer commented that senior and disabled groups were not mentioned in the outreach list and ask for clarification on that.

Ms. Leung answered that they initially met with 40 stakeholder groups, including ADA coordinators, and the ones that were mentioned were the key constituents. She said she couldn't recall if Senior and Disability Action was one of the groups but would check and back to Commissioner Fewer.

Commissioner Fewer commented that seniors and disabled are often left out of the conversations for these projects and that they're an important and visible part of the community. She continued to note that in order to meet Vision Zero goals, those with limited mobility should be brought to the table and heard.

Commissioner Ronen commented that despite increasing regulatory presence and enforcement on Valencia, it has not seemed to change behavior, suggesting that sustained and increased enforcement alone doesn't seem to be enough. She expressed eagerness to have the SFMTA discuss what we asking of TNC's, as a city, to address the impacts of TNCs from congestion to safety concerns.

Director Chang thanked Commissioner Ronen for bringing up this topic. She added that she recognized there needs to be a three-part agreement between the TNCs, the SFMTA, and the community to determine what is the sustainable solution. Director Chang offered

Transportation Authority staff to get involved and help craft potential solutions. She also suggested setting up a working group between Transportation Authority, SFMTA, and supervisorial offices to talk through a couple of similar situations in different parts of the city to figure out how the pilots or programs could work and the ask the city should make of TNCs in each of these situations.

Commissioner Ronen commented that it has been a long time and she has not seen much improvement. She also asked what SFMTA has been asking in return for all the curb management accommodations, pointing out that the City is losing revenue due to loss of parking meters, and how SFMTA would make up for the loss in revenue and hold TNCs accountable to resolve the issues they have been causing in the streets.

Chair Peskin commented that the state of California, through the California Public Utilities Commission, has prohibited local regulatory action and that a bill in the state legislature would be necessary to give municipalities power to regulate TNCs.

Commissioner Ronen agreed with Chair Peskin's comments, but also repeated her question statements about what we as a City are asking TNCs to do. She asked what is SFMTA asking of these companies as the City engages in these curb management conversations.

Joel Ramos, SFMTA, expressed that the SFMTA appreciates Commissioner Ronen's comments and that they as frustrated by the situation and are eager to make an official ask of the TNCs. He added that the SFMTA doesn't have an official ask yet and agrees with the need to present a coordinated position from San Francisco as cities have limited authority over TNCs.

Commissioner Ronen expressed that the City has more power than it realizes and that agencies need to demand together more from the TNCs. She stated that she would not support a curb management program in her district that doesn't include contributions from TNCs. Commissioner Ronen commented that the expensive bike lane was created because of the issues caused by the TNCs.

Mr. Ramos agreed with Commissioner Ronen's comments and pointed out that the curb management was in response to requests by the community, including TNCs. Mr. Ramos said that the SFMTA is looking forward to further discussions with Commissioner Ronen and other city partners.

During public comment, Francisco DaCosta commented that the City needs to focus on the California Public Utilities Commission, and send an official letter about the issue regarding public health and safety. He further commented on the history of taxi demise in the city and urged the Board to represent the people correctly.

Kristen Leckie, community organizer at the San Francisco Bike Coalition, expressed support for the Valencia bikeway plan. She also thanked Commissioners Mandelman and Ronen for their continued support on the corridor issues, pointing out that the four blocks of improved bikeway were calmer for cyclists and safer for students

Muriel McDonald, Director of Public Affairs at Skip, stated her support for the Valencia bikeway plan. She commented that safer infrastructure can increase ridership for those who chose alternative transportation modes, such as bicycling and scooters, particularly from her company's patrons.

Tim Greer said the new sections of protected bikeway are a great improvement over existing bike lanes, and that the needs of 2100 daily cyclists should take precedence over the loss of

some parking. He further stated that strong leadership was needed from the Board to implement Vision Zero goals and that San Francisco should be leading the way on sustainable transportation solutions.

Ivan Abeshaus commented on the sense of safety when riding through the new protected bikeway. He expressed the need for physical separation of the bike lanes from vehicle traffic and urged the Board to continue the project the entire length of Valencia.

Mr. JJ echoed the previous comments about the bikeway being safer and urged the Board to expand the project at least to 23rd Street.

Brian Surfis thanked the Transportation Authority for providing the initial funding for the study of the new bikeway on Valencia. He urged the Commissioners to continue the project through the rest of Valencia Street to make it safe for pedestrians and cyclists.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioner(s) (0)

10. Adopt the Fiscal Year 2019/20 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioner(s) (0)

11. Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$7 Million and the Yerba Buena Island Southgate Road Realignment Improvements Project in the Amount of \$30 Million – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Peskin asked for clarification of the orange highlighted road displayed on page 5 of the slide deck.

Mr. Cordoba answered that the orange highlight was the bicycle path coming off Southgate Road.

Chair Peskin verified with Director Chang that the language was modified to limit the scope of the delegation of authority to the specific grants mentioned and Director Chang confirmed that

it was.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioner(s) (0)

12. Award a Two-Year Professional Services Contract, with an Option to Extend for Two Additional Two-Year Periods, to Wiltec, Inc. in an Amount Not to Exceed \$100,000 for Performance Monitoring and Analysis Services for the Congestion Management Program – ACTION

Bhargava Sana, Senior Modeler, presented the item per the staff memorandum.

Chair Peskin asked for further information from Deputy Director for Finance and Administration Cynthia Fong.

Ms. Fong clarified that the contract was going to Wiltec with subcontractor University of Kentucky.

There was no public comment.

Commissioner Brown moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: Commissioner(s) (0)

Other Items

13. Introduction of New Items – INFORMATION

Chair Peskin noted that later in the day in their capacity as Board of Supervisors, the Board would consider proposals for use of the Educational Revenue Augmentation Fund (ERAF), including setting aside \$5 million for small business construction impacts mitigation. He said that he and other members of the Board of Supervisors had long been struggling with how to keep small community businesses in tact during construction of large-scale infrastructure projects. He referenced two precedents for providing financial assistance to affected small businesses, one related to the Superbowl which displaced street vendors for about a month and another for Chinatown business that were suffering from extended construction work on the Central Subway project. Chair Peskin cited similar concerns raised at West Portal and on Van Ness Avenue and the need to get ahead of this issue for upcoming projects such as on the Geary Corridor. He expressed concerns that if the city doesn't ahead of this issue, it will be harder and harder to gain voter approval for another Prop A general obligation bond or to justify investing millions of dollars into bus rapid transit projects or subway extensions. To that end, Chair Peskin asked Transportation Authority staff to analyze and present policy recommendations, in coordination with the SFMTA and other sister agencies, as to the how the \$5 million in ERAF

funds proposed to be set aside for small business construction mitigation should be administered, defining eligibility criteria, and how small business impacts can be written into project oversight for compensation of lost profits due to construction activities.

Chair Peskin also said he was looking forward to recommendations from Transportation Authority staff on the oversight, governance and project delivery of the downtown rail extension. He also expressed concerns about the Governor's statement just made in a speech regarding High Speed Rail funds and focusing on the Central Valley segment for now and what impacts that may have on San Francisco, including on the downtown rail extension.

Commissioner Safai added that staff need to ensure there's an appropriate point of contact for the small businesses to interface with, particularly with the SFMTA, so that funds can be accessible and usable to them in a timely manner. He also expressed concern about the Governor's statement on High Speed Rail no longer being extended to San Francisco and how it would impact agency plans, considering that the highest selling point was mitigating road and flight traffic between San Francisco and Los Angeles with High Speed Rail.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 12:27 p.m.