



MINUTES

San Francisco County Transportation Authority

Tuesday, November 19, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

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

Absent at Roll Call: Commissioners Chan (entered during Item 10), Peskin (entered during Item 2), and Safai (3)

2. Chair's Report - INFORMATION

Chair Mandelman acknowledged the recent elections and the changes they would bring to the City and highlighted the passage of Proposition B, the Community Health and Safety Bond, which included capital funds for street safety improvements. He expressed gratitude to voters for supporting these vital transportation enhancement initiatives.

Chair Mandelman expressed pride in sharing that the November election marked the 35th anniversary of the creation of the Transportation Authority. He noted that the agency was established in November 1989 with the passage of the first half-cent transportation sales tax measure, Proposition B. He stated that since its inception, voters reauthorized the transportation sales tax in both 2003 (Proposition K) and 2022 (Proposition L). Chair Mandelman highlighted the Transportation Authority's successful delivery of Propositions B and K over the past decades, and its ongoing implementation of the third measure, Proposition L.

Chair Mandelman emphasized the critical role of the local sales tax in leveraging federal and state funding for significant projects, including the Presidio Parkway, Central Subway, Van Ness BRT, Caltrain Electrification, and the Transbay Terminal. He noted that these funds also support a wide range of local projects, from Muni fleet and facility improvements to street resurfacing, traffic calming, and pedestrian and bicycle safety enhancements in neighborhoods throughout the city. Chair Mandelman highlighted that these investments not only advances access, equity, and climate goals but also creates and sustains thousands of jobs while supporting the city's economic recovery.

Chair Mandelman expressed gratitude to the Board and staff, the Community Advisory Committee, and the agency's state, regional, and local partners. He acknowledged the contributions of sponsors, including SFMTA, BART, Caltrain, and San Francisco Public Works, as well as Caltrans, the Metropolitan Transportation Commission, and civic and community groups throughout San Francisco and the Bay Area. He emphasized the importance of collaboration and noted that continued joint efforts would be essential—now more than ever—to successfully deliver the City's priorities.

Chair Mandelman highlighted the success of various partnerships, as evidenced by the



recent awards of significant federal and state grants to support ongoing project delivery. He shared several noteworthy examples to illustrate this progress. He congratulated the SFMTA for securing a \$130 million state Transit and Intercity Rail Capital Program grant for Muni's Train Control project. He also noted the Port of San Francisco and Bay Ferry's celebration of a \$55 million Environmental Protection Agency (EPA) Clean Ports grant, which will fund shoreside electrification, the Mission Bay Ferry landing, and other waterfront improvements. Chair Mandelman further acknowledged the \$25 million Federal Rail Administration grant awarded to the Transbay Joint Powers Authority, marking an exciting step forward for early work on the downtown rail extension for Caltrain and High-Speed Rail. He emphasized the importance of obligating these grant funds, particularly the federal allocations, to ensure their secure.

Chair Mandelman noted that this meeting marked Commissioner Stefani's final appearance as a member of the Transportation Authority Board before assuming her new role as Assemblymember Stefani. On behalf of his colleagues and staff, he presented Commissioner Stefani with a token of appreciation for her seven years of service on the Board, as well as her nearly decade-long tenure as a legislative aide.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

Commissioner Stefani acknowledged Executive Director Tilly Chang and staff for the hard work put into the Lombard Crooked Street project. Commissioner Stefani acknowledged the collaborative effort with Assemblymember Phil Ting and expressed her excitement about joining the Assembly to continue working on this initiative. She conveyed her appreciation for the groundwork laid through the studies conducted by the Transportation Authority and emphasized the value of the work completed, particularly with the involvement of the local neighbors. She reiterated her commitment to ensuring that these efforts would come to fruition and that no one would feel the work had been in vain. Commissioner Stefani concluded by expressing her deep appreciation for the collaboration with Ms. Chang and the entire team at the Transportation Authority over the years.

There was no public comment.

4. Approve the Minutes of the October 22, 2024 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Chan and Safai (2)

5. Community Advisory Committee Report - INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that the CAC had a packed October agenda which included a particularly lengthy discussion regarding the



allocation of \$3.35 million in Prop L Funds for the 13th Street Safety project. She stated that several members expressed concerns about the overall cost of the project, some confusion about the project area based on the maps and presentation, and others voiced their opinion that the area under the freeway was unpleasant and that they had advocated for rerouting cyclists to a different area. Chair Siegal noted her personal view, shared during the CAC meeting, that as someone who frequently bikes through this area, she was enthusiastic about the proposed changes. She emphasized that the area is a high pedestrian traffic zone on the high-injury network, serving as a critical connection between the dense South of Market area and Mission neighborhoods, making pedestrian safety improvements essential.

Chair Siegal stated that the motion to approve the Prop L allocation for the 13th Street Safety project failed with three votes in favor and five abstentions. Chair Siegal reported that the Prop AA request for the Yerba Buena Island transit lane, under the same agenda item, was voted on separately and passed unanimously. She continued by saying that all other action items on the CAC agenda were approved unanimously, including two professional services contracts for the Yerba Buena Island multi-use path, the Local Partnership Program fund exchange/and Housing Incentive Program resolution for the West Side Bridges project, the Prop L allocation for bus signal transit priority and the Bayview Street Safety Study, and the District 1 multimodal plan final report.

Chair Siegal said that a significant portion of public comment was focused on the District 1 study where District 1 residents expressed appreciation for the study but requested that the recommendations be expanded to include enhanced pedestrian safety on Fulton Street and bike and pedestrian safety improvements on Cabrillo Street. She said that CAC member Kim, representing District 1, emphasized the need for better transit services within the Richmond District, as well as improved connections to the Sunset District and the Peninsula.

Chair Siegal concluded by stating that the CAC had received a welcomed update on the Valencia Center bike lanes pilot project. She noted that the side-running Valencia bike lanes would be considered at the SFMTA Board meeting. She stated that during the CAC meeting, there was a mixed response to the new design, with both negative and positive feedback. For example, Chair Siegal said that concerns were raised regarding the adequacy of community outreach, and SFMTA staff had offered to connect with any specific groups or individuals who had not yet been reached.

There was no public comment.

6. [Final Approval on First Appearance] Approve a Two-Year Professional Services Contract to TY Lin International in an Amount Not to Exceed \$4,350,000 for Design and Engineering Services and California Department of Transportation Right-of-Way Approval of the Yerba Buena Island Multi-use Path Project for Segments 1 and 2; and Approve a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$1,150,000 for 35% Design and Engineering Services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4 - ACTION

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

Commissioner Dorsey stated that the project, once completed, would be something truly special. He explained that the location of the Multi-Use path's route would offer a



panoramic view of the Bay Area, making it both spectacular and a prime destination. He expressed his excitement for the project and his gratitude for everyone's work on it.

Commissioner Dorsey moved to approve the item, seconded by Vice Chair Melgar.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Safai (2)

- 7. [Final Approval on First Appearance] Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for \$5.5 million in Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating Assurance to Complete the West Side Bridges Seismic Retrofit Project (WSB Project) for Retaining Walls to Accommodate the Yerba Buena Island Multi-Use Path (YBI MUP Project); and Program \$4.5 million in Senate Bill 1 Local Partnership Program Formulaic Funds, with Conditions, to a Project of the Bay Area Toll Authority's (BATA's) Choice in Exchange for \$4.5 million in BATA Funds for the WSB Project for Retaining Walls to Accommodate the YBI MUP Project - ACTION**

Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Vice Chair Melgar.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Safai (2)

- 8. [Final Approval on First Appearance] Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests - ACTION**

Projects: SFMTA: 13th Street Safety (\$3,350,000 Prop L). SFCTA: Yerba Buena Island Multi-Use Path - Transit Lane (\$750,000 Prop AA).

Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Vice Chair Melgar.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Safai (2)



9. Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests - ACTION

Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).

Anna LaForte, Deputy Director for Policy and Programming, and Alex Pan, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Safai (2)

10. Adopt the District 1 Multimodal Transportation Plan Final Report - ACTION

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Chan thanked the Transportation Authority for their work and patience throughout the study. She acknowledged the extensive community outreach done for this project to meet the specific demands for the Richmond. She stated the study helped residents imagine what was needed going forward and how to accommodate growth through innovative solutions like mobility hubs which address short-and-long term needs. She emphasized that the study set a high bar for what was to come and how the City could implement transportation improvements in the Richmond to enhance pedestrian and bicyclist safety while improving transit accessibility for various trip lengths. She noted that transportation was not her area of expertise but the study had helped her better understand the needs of the Richmond and she looked forward to implementing the recommendations.

Commissioner Chan moved to approve the item, seconded by Vice Chair Melgar.

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)

11. San Francisco Freeway Management Study Contract Award - ACTION

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Vice Chair Melgar moved to approve the item, seconded by Commissioner Peskin.

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)



12. Autonomous Vehicles Update - INFORMATION

Jean Paul Velez, Principal Transportation Planner, Technology Policy, and SFMTA's Julia Friedlander, Senior Manager Automated Driving Policy, presented the item per the staff memorandum.

Commissioner Walton commented that it was important for the Board to hear directly from the Fire Department and asked why a Fire Department representative had not been present.

Ms. Friedlander replied that Deputy Chief Luttrupp was unable to attend because he had been out of town.

Commissioner Walton commented that he was concerned that autonomous vehicles were not adequately serving the disabled community.

Commissioner Peskin asked how ongoing staff efforts were funded.

Director Chang stated that staff would present a Prop L request for an AV resources dashboard and said that staff time was funded out of planning and policy budgets.

Ms. Friedlander replied that SFMTA had used general fund resources and noted concerns about agency resources and the need to prioritize funding.

Commissioner Peskin asked whether there were any state-level resources that could come from regulatory fees to fund AV policy work.

Ms. Friedlander replied that San Francisco agencies did not have access to regulatory fees, because they were not regulators, but that SFMTA planned to pursue legislative advocacy that could result in funds directed to local agencies.

Commissioner Peskin commented that the state government may be unsupportive of adopting new legislative requirements for AVs and asked what was realistic to achieve through the legislature.

Mr. Velez replied that the Transportation Authority has worked with the Legislative Analyst's Office and had raised issues related to funding and enforcement of traffic laws for AVs. He said that there has been some interest in these issues and he added that Senator Cortese had indicated that he planned to reintroduce his a revised version of Senate Bill (SB) 915 in the next cycle.

Commissioner Preston commented that it was important to consider safety issues and potential negative impacts of the AV industry on transit and congestion. He said that there were 15 years of research on Uber and Lyft that showed they drew people primarily off of public transit, and AVs could lead to the continued deterioration of public transit. He asked whether there were any limits on vehicle sizes for AVs.

Ms. Friedlander replied that there were no state-level limits on vehicle size and added that State regulators had goals to reduce vehicle miles traveled (VMT) and increase occupancy. [Staff clarification: Current regulations only permit AV operations of vehicles under 10,000 lb., although preliminary draft regulations indicate a desire to lift that cap for certain uses.]

Mr. Velez replied that an upcoming funding request would enable the Transportation Authority to advance a program to better understand the impact of AVs on public transit.



Commissioner Preston asked whether there was any ability to create local fees, and whether the state was considering using funds for “just transition” due to labor impacts of AVs.

Mr. Velez replied that he was unaware of any such funding.

Director Chang added that AV companies paid the Prop D TNC tax which funded Transportation Authority and SFMTA activities. She reported that there had been some bills that had not passed that would have regulated AVs over 10,000 lbs. [Staff note: Assembly Bill 2286 (Aguiar-Curry), which was vetoed by Governor Newsom, would have required the physical presence of a human safety operator for the operation of AVs with a gross vehicle weight of 10,001 pounds or more]. Director Chang continued by stating that the Transportation Authority relied on companies to share data in order to understand the impacts of their incentives and collected their own data.

During public comment, Marco Serrani stated that he was a San Francisco resident with a paralyzing spinal cord injury and lived in a neighborhood with sparse public transit. He mentioned that Waymo provided an opportunity to get to medical appointments and stated that his daughters felt safe using Waymo and did not need to worry about the driver. He also noted that his friends visiting from out of town were impressed by Waymo.

Michelle Cusano stated that they were the Executive Director of the Richmond Neighborhood Center, and that Waymo increased accessibility to the services they provided. They said that staff used Waymo and felt safe and they said that Waymo listened and responded to the community.

During public comment, Barry Toronto stated that there should be compensation to taxi medallion holders. He stated that AVs were not taking cars off the road and that the City should work with Senator Cortese to revive his bill, opining that there should be a way to get compensation for AVs operating on public roads and taking people off of public transit.

Lana Nieves, Executive Director of the Independent Living Center, mentioned that Waymo had provided service to people with service animals who had not been served by taxis and TNCs. They added that they did not yet have a wheelchair accessible vehicle but did offer other services for wheelchair users, which they believed should be a standard for all AV companies. They continued by saying that Waymo served parts of the city that Uber and Lyft did not and that many people lived in parts of the city where public transit did not meet their needs.

Chair Mandelman thanked staff for their work and commented that his impression was that local policymakers believed in the potential of AVs to improve road safety and improve mobility, but shared fair concerns that there could be negative impacts in the absence of robust regulation. He thanked Commissioner Peskin for his leadership on these issues.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.



14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 11:51 a.m.