



# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, December 17, 2024

### **1. Roll Call**

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

**Present at Roll Call:** Commissioners Dorsey, Engardio, Mandelman, Peskin, Preston, and Walton (6)

**Absent at Roll Call:** Commissioners Chan, Melgar (entered during Item 2), Ronen (entered during Item 2), Safai (entered during Item 9) (4)

### **2. Chair's Report - INFORMATION**

Chair Mandelman opened the meeting by acknowledging the close of 2024. He thanked Board members, their staff, the Transportation Authority staff, and partners for their collaboration and contributions to a successful 2024.

Chair Mandelman shared year-end highlights, noting The Portal project secured a \$3.4 billion commitment from the Federal Transit Administration and advanced to the engineering stage of development. He congratulated Transbay Joint Powers Authority Executive Director Adam Van de Water and his team on this achievement. He also referenced several exciting planning grants secured by the Transportation Authority, including the \$2 million federal Reconnecting Communities grant for the Geary-Fillmore Underpass Community Planning Study, which Commissioner Preston had championed, as well as two Caltrans planning grants totaling \$1.3 million for the Bayview Truck Relief Study and the San Francisco Freeway Network Management Study.

Chair Mandelman commended agency staff for completing the 5-Year Prioritization Programs for Prop L. He acknowledged Deputy Director for Policy and Programming Anna LaForte for her leadership in allocating \$122 million in sales tax and other funds for citywide projects.

Chair Mandelman noted the completion of Caltrain Electrification, thanking Commissioner Walton and the Transportation Authority's funding and capital projects teams for their efforts on this investment over the years.

Chair Mandelman recounted that the Transportation Authority recently broke ground on Hillcrest Road improvements, led by Deputy Director for Capital Projects, Carl Holmes. He noted the groundbreaking ceremony was a joint celebration with the Treasure Island Development Authority, Metropolitan Transportation Commission (MTC), Bay Area Transportation Authority, and Caltrans. Additionally, he said the groundbreaking for Folsom Street improvements was celebrated with Commissioner Dorsey and the San Francisco Municipal Transportation Agency (SFMTA), while signal projects in Districts 1 and 11 were celebrated with Commissioners Chan and Safai. He said the reopening of Taraval light rail was celebrated with Vice Chair Melgar and Commissioner Engardio, and the launch of the Bayview Shuttle was commemorated with Commissioner Walton.



He emphasized that all of these projects were supported by Transportation Authority funds.

Chair Mandelman then gave Treasure Island Mobility Management Agency (TIMMA) Chair Matt Dorsey the floor.

TIMMA Chair Dorsey announced that the US Environmental Protection Agency (EPA) had awarded TIMMA a \$20 million Community Change grant for the "Treasure Island Connects" project. This grant supported a range of initiatives, including a community shuttle pilot service to the San Francisco mainland, a Transportation Resource Center staffed by One Treasure Island, funding for an on-Island shuttle, a new electric bus, increased 25-line service for Muni, and electric ferry charging equipment for the Water Emergency Transportation Authority. He expressed his excitement and gratitude to the US EPA, Speaker Emerita Pelosi for her advocacy, TIMMA program lead Suany Chough, Alexandra Pan, and Transportation Authority Executive Director Chang.

Chair Mandelman thanked Chair Dorsey and Madison Tam for their work on the project. He also expressed gratitude to departing Commissioners Peskin, Preston, Ronen, and Safai for their leadership and service to the Transportation Authority.

Chair Mandelman, on behalf of the Transportation Authority, also expressed gratitude to SFMTA Director of Transportation Jeffrey Tumlin for his service.

There was no public comment.

### **3. Executive Director's Report - INFORMATION**

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

During public comment, Joel Goldberg stated his appreciation for the Transportation Authority's management team and especially Deputy Director for Policy Programming Anna LaForte and her staff.

Chair Mandelman thanked Mr. Goldberg for his years working at SFMTA and thanked him for attending the meeting to share his remarks.

Executive Director Chang also thanked and congratulated Mr. Goldberg.

### **4. Approve the Minutes of the December 10, 2024 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 Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, and Walton (8)

Absent: Commissioners Chan and Safai (2)

## **Consent Agenda**

- 5. [Final Approval] Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,185,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six**



**Requests – ACTION**

**Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR - FY25 (\$2,600,000). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,185,000).**

- 6. [Final Approval] Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities - ACTION**
- 7. [Final Approval] Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$8,965,637, with Conditions; Authorize an Additional Construction Allotment of \$896,564 for a Total Construction Allotment Not to Exceed \$9,862,201, with Conditions; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects - ACTION**
- 8. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2024 - ACTION**

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Preston.

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

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

Absent: Commissioners Chan and Safai (2)

**End of Consent Agenda**

**9. Vision Zero Update - INFORMATION**

SFMTA’s Jen Wong, Transportation Planner, and Shannon Hake, Speed Safety Camera Program Manager, presented the item.

Chair Mandelman asked about the timeline of the Quick-Build projects and if SFMTA had deviated from the original delivery timeline.

Jen Wong responded that each location needed to be evaluated, and engineers had to select individual treatments for each. Ms. Hake also responded that the projects had



begun in December of last year and had experienced some staffing availability issues.

Chair Mandelman expressed his concern that the Quick-Build program had fallen behind and noted his concern about the impact this delay had on public perception of government efficiency. He also asked about the Speed Camera program rollout timeline.

Ms. Hake stated that they were on track to meet their early 2025 installation timeline with the March 2025 launch date, noting that the date was tied to the Notice to Proceed with the camera vendors.

Chair Mandelman asked about the price of the speed camera program.

Ms. Hake responded that the camera program was cost-effective, with the total cost of the 33 cameras amounting to \$7.4 million over the 5-year pilot program.

Chair Mandelman asked about the results of the Quick Build and Speed Camera programs.

Ms. Hake responded that there had been a 32-33% decrease in bicycle collisions since the beginning of the Quick-Build program, and that daylighting treatments had resulted in safety improvements at relevant intersections. San Francisco had not seen a decrease in the overall number of fatalities, which was due to other factors beyond street safety improvements. Larger vehicles, higher speeds, and other cultural factors were contributing to this increase in fatalities and San Francisco was not alone in dealing with these problems.

Chair Mandelman asked how the city was ranked compared to these other cities and how it evaluated its progress on Vision Zero.

Ms. Hake responded that Vision Zero cities had less fatalities than cities without Vision Zero policies. She continued by stating that as cars had become larger and heavier, city speed limits needed to be rethought, as they were no longer as safe than they were previously.

Chair Mandelman asked whether there had been safety improvements in locations with the Vision Zero installments and whether they provided a good return on investment of public funds.

Ms. Hake stated that SFMTA observed safety improvements after implementing Vision Zero treatments. She added that the SFMTA would be releasing a new High Injury Network map next year, which would direct the next set of traffic calming investments.

During public comment, John Lowell stated that pedestrian fatalities had increased that year, even more than when Vision Zero had started in 2014. He shared that he was a collision survivor and asked the Board to share why the steps taken by the City and state had not stopped collisions in the city.

Renee Picasso stated that Vision Zero was 10 years old and that many of his neighbors continued to die. He shared his experience that cars raced through the Cole Valley neighborhood and cars ran stop signs at intersections. He stated his concern that there were no raised crosswalks or flashing lights to protect pedestrians crossing the street in this neighborhood.

Robin Weben, a 30 plus year resident of Hayes Valley, stated his support for the Vision Zero work. He requested SFMTA and the Board monitor the changes to the Valencia



Street bike lanes to ensure that the side-running lanes were safer.

Nancy Arbuckle, a District 3 resident shared her experience as a pedestrian who had many close calls and felt unsafe with the current protections afforded to pedestrians. She expressed concern that Vision Zero policy was 10 years old and affirmed that the work had not lost its urgency.

Malena Mackey Cabada, Campaign Associate at WalkSF, stated that zero was still the right number to target for traffic-related fatalities and requested that the next iteration of the Vision Zero plan be brought to the Board in early 2025. She expressed concern that while the Vision Zero policy had seen progress, the projects were slow and required more urgency.

Fran Taylor compared the experience of addressing COVID to the rollout of Vision Zero work, and called for a stronger government response to the epidemic of traffic violence.

Carol Brownsen, a disabled resident of District 3, shared their experience navigating the city and expressed support for daylighting around crosswalks and for the Vision Zero work as a whole.

Shalom, resident of San Francisco and a collision victim, asked how the Board was implementing Vision Zero work and why City agencies were not doing more to prevent deaths on the streets.

A member of the public stated that Bloomberg News named San Francisco as the world's best city for transportation. He stated the importance of public education for street safety, bike, and pedestrian safety.

Tina Martin, member of Transit Justice and other organizations focused on seniors, asked that the Board commit to oversight of the Vision Zero work and ensuring that 100% of intersections were fixed.

Jodie Madeiros, Executive Director of WalkSF, stated her disappointment that the Quick-Build program was delayed and that SFMTA had not finished all 925 intersections on the High Injury Network. She requested that the Board state their disappointment in the slow rollout of a simple program and reaffirm their support for Vision Zero and a new commitment to the policy early next year.

## **10. Regional Transportation Measure Update - INFORMATION**

Martin Reyes, Principal Transportation Planner, presented the item.

Chair Mandelman asked why SFMTA appeared to have a larger gap between its operator-reported shortfall and its adjusted fare losses as compared to other operators such as BART and Caltrain. Mr. Reyes explained that while BART and Caltrain had been highly depending on fare revenues, SFMTA had multiple funding sources beyond fare revenues that supported transit operations such as parking and general fund revenues which had declined due to the pandemic and contributed to the gap between SFMTA's operator-reported shortfall (all revenue sources) and adjusted fare revenue loss figures.

Chair Mandelman asked for clarification on how the funding in the larger Hybrid Scenario was used and whether there was a choice in how much could be dedicated to transit operating shortfalls.



Mr. Reyes stated that the Hybrid Scenario could generate up to \$1.5 billion annually if all nine counties opted in. He noted, however, that as proposed by the MTC, only a portion of those revenues would be allocated to transit operating shortfalls, with the remainder designated for county flex uses and increasing transit services for operators without shortfalls. Mr. Reyes explained that MTC designed the Hybrid Scenario to balance the needs of transit operators with shortfalls with the priorities of all counties across the region, and that due to its large share of transit shortfalls, San Francisco would have little to no funding available for other kinds of uses beyond transit operations such as capital projects.

Chair Mandelman asked what was expected of operators and other agencies in the case that a regional measure did not address the entirety of the region's shortfalls and if it were assumed that multiple revenue measures would be introduced in 2026.

Mr. Reyes stated that operators and other agencies were pursuing back-up plans at the subregional and local levels, which would help address shortfalls not addressed by a regional measure or in the event there were no regional measure.

Vice Chair Melgar requested that future presentations this topic include a comparison of sales tax rates in Bay Area counties.

Chair Mandelman commented that San Francisco had a lower sales tax rate than neighboring counties, and that it may need to be raised for transit operations if voters were supportive.

There was no public comment.

## **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 11:26 a.m.