



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 23, 2024

1. Roll Call

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

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

Absent at Roll Call: Commissioners Chan, Melgar, Preston (entered during Item 8), Ronen (entered during Item 2), and Safai (5)

2. Chair's Report - INFORMATION

Chair Mandelman announced that consistent with the ConnectSF long-range transportation program and San Francisco Climate Action Plan, the Transportation Authority would invest year-round in greenhouse-gas reducing projects, and particularly in transit systems with Prop L sales tax and other funds. He added that projects included Caltrain Electrification, new BART vehicles, and helping San Francisco Municipal Transportation Agency (SFMTA) electrify their fleet and facilities. He noted that daily, BART riders alone saved 1.2 million miles of driving and 52,000 gallons of gas from being burned. He said the Transportation Authority also provide support to SFMTA and the Department of the Environment on curbside charging facilities planning; to the Port of San Francisco on waterfront rehabilitation and resilience; and to other transit-oriented development, bicycle, pedestrian, and tree planting projects.

Chair Mandelman announced that Caltrain successfully conducted integrated testing on April 14 of its new electric trains between San Francisco and San Jose, marking an important milestone in the Caltrain Electrification Project, with the new trains run through the final portion of the whole 52-mile electrified alignment, between Millbrae and San Francisco,. He announced that Caltrain would later in the month conduct live testing of the complete San Francisco to San Jose corridor, with electric trains reaching the maximum allowable track speed of 79 miles per hour. The Chair also noted that the new electric trains would be quieter and cleaner, delivering faster and more frequent services including doubled frequency on weekends. He added his congratulations to Caltrain and said he looked forward to the start of electric service in the fall. The Chair announced that the public was invited to attend the Electric Train Tour celebration at its San Carlos station on Saturday, May 11, noting the event web page at caltrain.com/electric-train-tour.

Chair Mandelman additionally congratulated San Francisco Public Works, SFMTA, San Francisco Planning, and Transportation Authority (which provided sales tax funding for the project) for the city's Upper Market Corridor Safety Improvements Project which received a Local Street and Road "Complete Streets Award" by the California State Association of Counties. He noted the streetscape project was located in his district on Market Street between Octavia Boulevard and Castro Street and featured numerous upgrades, including 31 new curb ramps, decorative crosswalks, high-visibility traffic signals, new bike



racks, widened sidewalks, bulb-outs for pedestrian safety, and expanded Muni boarding islands with special railings. The Chair said collaboration between partner agencies was instrumental in this achievement.

Chair Mandelman also thanked state Assemblymembers Phil Ting and Matt Haney for authoring autonomous vehicle regulatory bills, and appreciated San Francisco Fire Deputy Chief of Operations Darius Luttrup and Transportation Authority Executive Director Tilly Chang for testifying at the Assembly Transportation Committee the previous day. He also thanked the committee for moving the bills forward, adding that it was very important to update California's laws governing the fast-growing autonomous vehicle industry as new companies continued to enter the market in San Francisco and across the state.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, gave the presentation.

There was no public comment.

4. Approve the Minutes of the April 16, 2024, Meeting – ACTION

During public comment, Roland Lebrun commented that the minutes had not been posted on the meeting website and requested the minutes be deferred.

The Chair continued approval of the minutes to the next meeting.

Consent Agenda

5. [Final Approval] Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for Two Requests – ACTION

Projects: SFPW: Various Locations Pavement Renovation No. 62 (\$1,600,000 Prop L), Oakdale Lighting Improvements Project Phase 1 (\$1,200,000 Prop AA).

6. [Final Approval] Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION

7. [Final Approval] Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by \$5,104,102, and Decrease Expenditures by \$9,414,037, and Decrease Other Financing Sources by \$15,000,000 for a Total Net Decrease in Fund Balance of \$1,324,367 – ACTION*

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

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

Ayes: Commissioners Dorsey, Engardio, Mandelman, Peskin, Ronen, Stefani, and



Walton (7)

Absent: Commissioners Chan, Melgar, Preston, and Safai (4)

End of Consent Agenda

8. Next Generation Bay Area Freeways Study Update – INFORMATION

Rachel Hiatt, Deputy Director for Planning, and Anup Tapase, Metropolitan Transportation Commission (MTC) Principal Planner, presented the item.

Chair Mandelman asked what would happen next with the study and who would have to act on a regional tolling regime.

Mr. Tapase responded that one of the strategies in the adopted Plan Bay Area 2050 to help the region achieve its GHG reduction target was per mile tolling on the region's freeways. He continued by saying that staff would seek MTC Commission approval, at the end of the study, on items in the implementation roadmap and incorporate them into Plan Bay Area 2050 +, which is the underway post-pandemic update of the regional plan.

The Chair asked whether Analysis Round 2 was the last round and what the timeline was for Plan Bay Area 2050+ approval.

Mr. Tapase confirmed it was the last round, and stated that both the study would be completed and Plan Bay Area 2050+ update adopted in the fall.

Chair Mandelman asked whether staff wanted to address any implications of the study.

Director Chang stated that all lane tolling was a bold, new strategy that was added out of necessity to close the GHG reduction gaps in Plan Bay Area 2050. She added that the Transportation Authority had been studying pricing in different forms including on Treasure Island, and that staff advised MTC on how to approach some of the study issues, including how to advance equity. She added that New York City planned to start the country's first congestion pricing program in June, and that the State of California was also looking at pricing strategies. She welcomed the Board's guidance and public's continued input on subject.

Chair Mandelman asked which Bay Area jurisdictions had implemented congestion pricing.

Director Chang answered that the only other all lane tolling project approved in the Bay Area was Highway 37, which was somewhat similar to another toll bridge in the Bay Area.

During public comment, a speaker expressed that people were tired of getting taxed and requested any action be delayed until after the study was completed.

A speaker commented about traffic congestion comparison with several years prior and the low rates of public transit.

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment



During public comment, Roland Lebrun said he was no longer receiving email notifications of meeting agendas.

11. Adjournment

The meeting was adjourned at 10:52 a.m.