



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 12, 2023

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Peskin, Preston, Ronen, Safai, and Walton (9)

Absent at Roll Call: Commissioners Melgar (entered during Item 3) and Stefani (2)

2. Chair's Report - INFORMATION

Chair Mandelman announced that the Federal Transit Administration (FTA) has awarded \$22 million to WETA and Golden Gate Transit for WETA's all-electric fleet of clean ferries and to replace Golden Gate Transit's ferry landing at the Sausalito Ferry Terminal. Chair Mandelman thanked FTA Administrator Nuria Fernandez for her commitment to sustainable ferry service. Next, Chair Mandelman announced that the Federal Rail Administration (FRA) awarded \$3.07 billion in Federal-State Partnership program funds to California High Speed Rail, which will accelerate completion of the Central Valley segment of the system. Chair Mandelman thanked Speaker Emerita Pelosi and Senator Padilla for their advocacy for these investments. Finally, Chair Mandelman reported that FRA announced new grants for High-Speed Rail projects through the Corridor Identification and Development Program, which included \$500,000 for California High-Speed Rail Phase 1 Corridor. Chair Mandelman thanked President Biden, US Department of Transportation Secretary Pete Buttigieg, and the federal delegation for the award.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

During public comment, Roland Lebrun requested that the EDR be posted to the Transportation Authority's website no later than 5pm the Monday before Board meetings. Mr. Lebrun then commented on The Portal, stating that the one and half mile Caltrain extension had a price tag of \$8 billion, but the private sector planned to build 280 miles of high-speed rail track elsewhere for only \$12 billion, \$8 billion of which would be funded by the private sector.

4. Approve the Minutes of the Month Day, 2020 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:



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

Absent: Commissioner Stefani (1)

Consent Agenda

5. **[Final Approval] Adopt the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement and Amend the Prop L Strategic Plan Baseline – ACTION**
6. **[Final Approval] Allocate \$23,040,000 in Prop L Funds, with Conditions, Appropriate \$150,000 in Prop L Funds, and Allocate \$6,000,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds for Eight Requests – ACTION**
7. **[Final Approval] Approve the 2023 San Francisco Congestion Management Program – 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 Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, and Walton (10)

Absent: Commissioner Stefani (1)

Other Items

8. Introduction of New Items - INFORMATION

There were no new items introduced.

9. Public Comment

During public comment, a public commenter echoed the sentiments shared by Executive Director Tilly Chang during the Executive Director's Report and stated that it was important for Commissioners to stay active on social media platforms to connect with their constituents.

Roland Lebrun stated that there were serious equity issues with the plan to replace the Islais Creek Bridge. He stated that the T-third Street extension and Central Subway were designed to reconnect two large Chinese communities in Visitation Valley and Chinatown and that the replacement plan would cut this connection during construction. He stated that there was no equitable reason to treat the Islais Creek bridge replacement differently than the San Francisquito Creek Caltrain bridge replacement in Palo Alto, which did not require a bus bridge during construction. Mr. Lebrun stated that the solution was to build separate bridges in each direction in phases.

10. Adjournment

The meeting was adjourned at 10:21 a.m.