



MINUTES

San Francisco County Transportation Authority

Tuesday, March 25, 2025

1. Roll Call

Chair Melgar called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, and Sherrill (7)

Absent at Roll Call: Commissioners Chan (entered during Item 2), Mandelman (entered during Item 2), Sauter, and Walton (4)

2. Chair's Report - INFORMATION

Chair Melgar stated that she joined Senator Wiener at his event introducing amendments to Senate Bill (SB) 63, a bill authorizing a regional transit measure for the November 2026 election to address operating funding shortfalls for Bay Area transit operators. She expressed appreciation for the leadership of Senators Wiener and Arreguin in securing state bridge funds for transit. She emphasized the importance of both local solutions and a regional measure, with support from colleagues at the Metropolitan Transportation Commission (MTC).

Chair Melgar reported that MTC's Programming and Allocations Committee recommended elevating The Portal project to Tier 1 in MTC's Major Project Advancement Program, which establishes the project as a regional priority. She and Vice Chair Sauter toured The Portal project at Salesforce Transit Center, highlighting its potential to connect with nine transit services. She thanked Transbay Joint Powers Authority (TJPA) Director Adam Van de Water and his staff for the tour of the future rail extension site. She said that MTC's endorsement would strengthen advocacy efforts for state funding to match federal commitments. She expressed appreciation for the support of regional colleagues and anticipated the full Commission's final approval later in the week.

Chair Melgar also thanked Treasure Island Mobility Management Agency (TIMMA) Chair Dorsey and Commissioner Chen for joining her and the Transportation Authority staff on a study tour to New York City where they met with New York Metropolitan Transportation Authority (NY MTA) officials to learn about the Congestion Relief Zone and Pricing Program. She stated that additional meetings included the Partnership for NYC, the Permanent Citizens Advisory Committee of the NY MTA, the Regional Plan Association, and the Riders Alliance.

Chair Melgar stated that since operations began on January 5, the program had significantly reduced congestion, eliminating 60,000 daily vehicle trips, shortening commute times, increasing transit ridership and foot traffic, and lowering noise levels. She acknowledged the coalition of businesses, transportation advocates, labor, and community groups that worked for years to implement the project. She said the study



tour coincided with a press event led by New York Governor Kathy Hochul on the day the U.S. Department of Transportation had set for the program to end and that officials highlighted its success, by stating, "Traffic is down, business is up."

Finally, Chair Melgar said that while the Transportation Authority was not actively studying congestion pricing for downtown, ongoing studies were being conducted on Treasure Island and the freeway system. She said she had found it valuable to learn about New York's approach, objectives, and outcomes and wished them success in implementing their program.

TIMMA Chair Dorsey said the New York City study tour was an informative trip. He highlighted meetings with various stakeholders, including the New York MTA Riders Alliance and the Partnership for NYC, to discuss technical implementation and advocacy efforts. He stated it was important to look beyond local perspectives to adopt effective policies. He said that New York City's congestion pricing model serves as a proof of concept, particularly given the shift in public opinion despite initial opposition.

TIMMA Chair Dorsey said that conversations with cab drivers and residents illustrated this change, reinforcing the program's effectiveness. He said that globally, cities like Stockholm and London had successfully implemented congestion relief zones, and New York City now provides a U.S.-based example. He said that while current conditions in San Francisco differ, future increases in daytime and residential populations could create a more favorable environment for similar initiatives.

TIMMA Chair Dorsey acknowledged the uncertainty at the federal level, noting that the Trump administration's stance on congestion pricing had introduced challenges. He stated that continued research and planning for potential congestion relief measures in San Francisco was very important.

Commissioner Chen stated she was grateful for the opportunity to participate in the recent study tour in New York. She described the trip as highly informative, highlighting key takeaways from New York City's model, which prioritizes equity and environmental justice. She noted the New York City's extensive community outreach efforts, including multilingual programs, and the significant revenue generation that supports transit capital improvements. She said that San Francisco could learn from these initiatives.

Commissioner Chen stated that New York City's approach to congestion management had led to safer streets and a stronger local economy. She stressed the importance of applying similar strategies in San Francisco to enhance traffic flow, support local businesses, and improve street safety. Additionally, she acknowledged New York's study of global models, including those from Stockholm, London, and Singapore, to shape its policies and implementation strategies. She was particularly impressed by the city's cost-effective approach, which utilized existing infrastructure to install tolling points, reducing both time and expenses. She suggested that San Francisco could adopt similar measures to improve efficiency and cost savings.

Commissioner Chen also reflected on the implications for Treasure Island, which is preparing for 8,000 new homes and 20,000 residents. She emphasized the need to enhance the Muni system while prioritizing equity and environmental concerns, such as air quality and traffic reduction, to support local economies. She concluded by stating that congestion management was not solely about traffic but also about creating a healthier, more livable, and resilient San Francisco. She reiterated her commitment to



learning from national and global best practices that align with San Francisco's values and future needs.

Suany Chough, Assistant Deputy Director for Planning, then gave a brief presentation on the New York City study tour.

Commissioner Sherrill asked about the method used to measure business growth.

Ms. Chough stated that various business improvement districts and the Broadway Alliance reported an increase in business and foot traffic. She highlighted that Broadway ticket sales, for instance, had risen.

During public comment, a commenter stated he did not approve of the New York City study tour.

3. Executive Director's Report - INFORMATION

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

During public comment, a commenter stated he disliked the state of the environment.

4. Approve the Minutes of the March 11, 2025 Meeting - ACTION

During public comment, a commenter stated he disliked the minutes.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Mahmood.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sherrill (9)

Absent: Commissioners Sauter and Walton (2)

Consent Agenda

5. [Final Approval] Appoint Zameel Imaduddin as the District 11 Representative to the Community Advisory Committee - ACTION

6. [Final Approval] State and Federal Legislation Update - ACTION

Projects: Support: Assembly Bill (AB) 891 (Zbur), Senate Bill (SB) 71 (Wiener) Support in Concept: SB 63 (Wiener, Arreguín)

7. [Final Approval] Increase the Amount of the Professional Services Contract with WMH Corporation by \$1,500,000, to a Total Amount Not to Exceed \$2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane - ACTION

8. [Final Approval] Amend the Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement - ACTION

9. [Final Approval] Allocate \$2,000,000 in Prop L Funds, with Conditions, for Three Requests - ACTION

Projects: Prop L: SFMTA: Muni Metro Station Condition Assessment (Embarcadero to West Portal) (\$1,500,000), Monterey Boulevard Pedestrian Safety Improvement [NTP]



(\$350,000), Embarcadero Mobility Resilience Plan (\$150,000).

10. [Final Approval] Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$600,000 for Computer Network and Maintenance Services - ACTION

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

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sherrill (9)

Absent: Commissioners Sauter and Walton (2)

End of Consent Agenda

11. BART Financial Outlook / Regional Transportation Measure - INFORMATION*

Pam Herhold, Assistant General Manager at BART, presented the item.

During public comment, a commenter stated he did not agree with the statistics shown.

12. Caltrain Financial Outlook / Regional Transportation Measure - INFORMATION*

Michelle Bouchard, Caltrain's Executive Director, and Casey Fromsom, Caltrain's Chief of Staff, presented the item.

Chair Melgar asked about Caltrain's reception to the regional measure language that had been unveiled in the amendments.

Ms. Fromsom stated that a Caltrain subcommittee meeting was scheduled for the following day, where they would discuss the matter. She mentioned that the topic was also addressed monthly at the Board meeting. She stated she would present the staff perspective which was that it was important to find a regional solution that prevents unnecessary competition across multiple measures. She noted that the current language provides the necessary flexibility and highlighted the Caltrain Board's requirement for participation from all three Peninsula Corridor Joint Powers Board (PCJPB) counties. Ms. Fromsom stressed the ongoing efforts to ensure adequate commitment among the counties and the need for further progress.

Executive Director Bouchard stated that any regional solution for Caltrain, given its multijurisdictional nature, must include commitments from PCJPB counties not directly involved in the measure. She noted that those counties must participate and invest in Caltrain's operations. She also stated there were positive discussions with Senator Wiener's staff prior to the release of the language. She clarified that the language enables continued conversations among the three member counties of the PCJPB to determine the expected level of participation from each county. Overall, she affirmed that the language was workable but wanted to stress these key concerns.

During public comment, a commenter summarized the presentation as confusing.



13. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2024 - INFORMATION*

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

During public comment, a commenter stated he believed the money system was the true problem with society.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

During public comment, a commenter stated traffic congestion caused pollution.

16. Adjournment

The meeting was adjourned at 11:12 a.m.