



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 9, 2025

1. Roll Call

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

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (9)

Absent at Roll Call: Commissioners Chan (entered during Item 4) and Mandelman (entered during Item 3) (2)

2. Approve the Minutes of the July 22, 2025 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (9)

Absent: Commissioners Chan and Mandelman (2)

3. Community Advisory Committee Report – INFORMATION

Najuawanda Daniels, Community Advisory Committee (CAC) Vice Chair, reported that the CAC met twice since the last report. She stated that at the July 23rd meeting, members heard updates on Senate Bill 63, including the principles adopted by the Board and the Board's support for San Francisco having a 1% sales tax in the regional measure; received a presentation for the Budget and Legislative Analyst on its report on traffic collision cost where CAC members recommended improving data collection to guide Vision Zero spending; and discussed the Downtown Travel Study. Vice Chair Daniels continued by stating that at the September 3rd meeting, the CAC approved \$14.3 million in Prop L funds for traffic signal upgrades and Slow Streets projects, with differing opinions on expanding Slow Streets versus scrutinizing spending due to budget constraints. She said that members unanimously approved construction allotments and contract amendments for the West Side Bridges Seismic Retrofit Project, though some expressed concern over high costs and that members approved two funding items for the Yerba Buena Island Multi-Use Pathway, with two opposed due to similar cost concerns. She added that the CAC voted to approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report, though many were skeptical of its impact given the lack of local authority.

There was no public comment.

4. Reappoint Phoebe Ford as the District 4 Representative to the Community



Advisory Committee – ACTION

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Commissioner Engardio conveyed his appreciation for having Phoebe Ford serve as the District 4 CAC representative over the past few years. He stated he was thrilled that she agreed to continue her service and highlighted her nomination as a Sunset parent and multimodal transportation user. He stated that she was a committed advocate, working to make her neighborhood more accessible for families and multimodal users, and added that he believed she would effectively represent the interests of local businesses, young families, and seniors in the Sunset. He requested his colleagues' support for her nomination.

Phoebe Ford spoke to her interests and qualifications for serving on the CAC, and highlighted her two years of CAC engagement. She expressed her desire to continue advocating for District 4 and Sunset commuters, noting challenges faced by parents during daily commutes. She emphasized the importance of protecting Muni, investing in safe streets, and optimizing limited transportation funds.

There was no public comment.

Commissioner Engardio moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

5. State and Federal Legislation Update – INFORMATION

Amber Crabbe, Senior Public Policy Manager, and Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Commissioner Mandelman asked if the \$1.053 billion in cap-and-trade funding requested for The Portal would amount to half of the existing funding gap for the project.

Adam Van de Water, Executive Director of the Transbay Joint Powers Authority, confirmed that this was roughly the case. He added that The Portal was reflected in the last four High Speed Rail business plans and was recognized as a regional priority by the Metropolitan Transportation Commission in applications for State Transit Intercity Rail Capital Program funding. He said discussions over cap-and-trade funding were rapidly evolving and had to be finalized in the next day or so to meet a September 12 legislative deadline.

Commissioner Mandelman stated that The Portal was around an \$8 billion project with \$6 billion in federal, state, and local funds committed, leaving about \$2 billion outstanding. He asked where the remaining \$1 billion would come from to complete the funding plan if the project secured the requested \$1 billion in state funding.

Mr. Van de Water said the remaining funding gap would be around \$700 million, and possible sources of funding to complete the funding plan could include additional state and federal discretionary grants or land-secured sources, such as the extension of existing programs that had funded Phase 1 of the Salesforce Transit Center, including



tax increment financing and the community facilities district. He added that there were a number of developments they hoped to see break ground in the near future in the Transbay district, specifically near the San Francisco Railyards at Fourth and King and around the Salesforce Transit Center, that would add funding to the community facilities district and provide other payments to the city and the project. He stated that the current focus was on preparation to begin construction and that early next year he would be seeking authorization for right-of-way acquisition, utility relocation, and securing a contractor to begin design work.

Commissioner Mandelman asked when the project would break ground if it received its requested cap-and-trade funds from the state and also identified other sources to close the remaining funding gap.

Mr. Van de Water said the master schedule would have the project negotiating and signing a Full Funding Grant Agreement with the federal government in 2027, which would allow construction to start in 2028. He added that he was projecting a five-year construction period and a one-year testing phase by the operator, with the first revenue service date around 2034 or 2035.

Commissioner Mandelman asked how the region was doing in advocating for its priorities.

Mr. Van de Water said he was working closely with Transportation Authority staff as well as with staff from the California High-Speed Rail Authority, Caltrain, SamTrans, and major jurisdictions down the Peninsula corridor. He stated that the \$2.25 billion Bay Area joint benefit project request would help prepare the region for High Speed Rail's arrival. He noted that Southern California had a similar request totaling \$3.3 billion. He explained that there had been robust discussions among these partners on how the \$2.25 billion Bay Area funding request would be divided if it were received. He said San Francisco's request was for The Portal, San Mateo's was for grade separations and safety improvements, and Santa Clara County's was mostly for improvements around the Diridon station and some passing tracks and electrification efforts connecting Gilroy to San Jose.

Commissioner Mandelman asked what would happen if cap-and-trade was not renewed.

Mr. Van de Water said the extension of cap-and-trade was a shared priority among the Assembly, Senate, and Governor, but the expenditure plan was subject to ongoing negotiation. He added that one possible outcome would be that cap-and-trade was extended and then the expenditure plan would be worked out in a special session of the Legislature or early next year. He noted that the cap-and-trade program would expire in 2030, and there is shared interest in renewing the program sooner, since the closer it gets to that date, the proceeds will continue to decline. He stated that in order for The Portal to be ready to break ground in 2028, they needed to continue their pace on pre-construction, design, and procurement work, which necessitated securing the matching funds for the project's federal grant.

Commissioner Mandelman said he understood that the Mayor and others had been working to secure a \$750 million loan from the state for Bay Area transit operations. He asked at what point SFMTA and other transit operators would have to start preparing to cut service if that loan were unavailable.



Joél Ramos, Local Government Affairs Manager at SFMTA, said it took a lot of planning and outreach for SFMTA to accommodate any service changes and that typically they would need a minimum of four months in advance of any changes. He said SFMTA would have to take action soon to start planning for impacts.

Commissioner Mandelman asked if there would need to be significant service cuts in 2026 if the loan funding were unavailable and asked when SFMTA would have to start discussing service cuts as part of its budget process.

Mr. Ramos said that service cuts above a certain threshold require Board approval and a Title 6 service equity analysis to ensure lower income riders were not disparately impacted by service changes. He continued by explaining that SFMTA had to start taking internal steps immediately to determine what actions would be needed if the state loan wasn't approved. He said he did not know when they would bring any proposals to the public, but that it would be well in advance of any implementation.

Chair Melgar stated that in addition to helping maintain SFMTA service up until a 2026 ballot measure, the \$750 million loan was also supposed to help maintain BART, which brings people from other counties to downtown San Francisco. She said that the city was doing many types of downtown recovery planning, but without transit, people wouldn't travel to the city. She noted that the temporary loan was necessary to support the Bay Area's economic health and asked for the support of her colleagues in requesting the Governor's help on this matter.

Chair Melgar said reaching agreement on the regional revenue measure had been difficult because of long-standing disagreements between counties and transit operators, so getting through those and achieving approval of Senate Bill 63 at the Assembly Transportation Committee was an accomplishment. She thanked staff from the Mayor's Office, Senators Arreguín and Wiener, Assemblymember Lori Wilson, Commissioner Walton, and Transportation Authority staff for their work. She said the SB 63 negotiation was an example of true regionalism, and now they needed the support of many other interests for the transit measure to be successful.

During public comment, Roland Lebrun said that in the cap-and-trade presentation the \$2.2 billion request for Northern California was the total requested over the 15-year extension, and that the \$1 billion request for High Speed Rail was an annual one. He noted that the \$8 billion cost estimate for The Portal did not include the Pennsylvania Avenue Extension or a future connection to the East Bay.

6. Allocate \$14,340,000 in Prop L Funds, with Conditions, for Three Requests and Amend the Prop K Standard Grant Agreement for the Next Generation Sanchez Slow Street [NTIP Capital] Project (Project) and Release \$190,000 in Funds Held in Reserve for the Project's Construction, with Conditions – ACTION

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

During public comment, Rachel Clyde, Community Organizer at San Francisco Bicycle Coalition, stated support for the Slow Streets Program and the Next Generation Sanchez Slow Street [NTIP Capital] project, citing reduced injury crashes since the program became permanent. She added that many slow streets did not meet speed metrics or include traffic calming measures.

Commissioner Mandelman thanked the SFMTA for its work on the Slow Streets Program



and stated that while some Slow Streets had varying levels of success, Sanchez Street had been particularly effective. He added that community members wanted more slow streets modeled after Sanchez Street. He expressed enthusiasm for further improvements to Sanchez Street and the continued expansion of slow streets.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Chen.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

7. Authorize an Additional Construction Allotment of \$9,635,000; Approve a Contract Amendment with WMH Corporation in the Amount of \$200,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$665,000 for the West Side Bridges Seismic Retrofit Project – ACTION

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

Chair Melgar encouraged colleagues to visit Treasure Island to see the significant infrastructure improvements firsthand. She highlighted that taking the ferry is a quick six-minute ride and praised the work being done.

Commissioner Dorsey expressed appreciation to the Transportation Authority and staff for their work, particularly in identifying funding despite challenges from the federal government, and for keeping the project on time and on budget. He agreed with the Chair that the project was exciting and emphasized that once people experienced San Francisco's newest neighborhood and its views, they would see the investment as worthwhile.

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

8. Adopt a Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for \$16,250,000 in Regional Measure 3 Bridge Toll Funds as the Implementing Agency for the Yerba Buena Island Multi-Use Pathway and Demonstrating Project Compliance with Regional Measure 3 Policies and Procedures – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

During public comment, Rachel Clyde, Community Organizer at the San Francisco Bicycle Coalition, stated that the Bicycle Coalition supported securing funding for the Yerba Buena Island Multi-Use Pathway (YBI MUP). She said the Bicycle Coalition had previously written letters of support because the project would provide an important walking and biking connection between Treasure Island, San Francisco, and the East



Bay. She stated that Treasure Island needed reliable alternatives to driving, as the Bay Bridge could not accommodate the travel demands of future residents if they relied solely on cars.

Commissioner Dorsey thanked the Transportation Authority, and all participants for their efforts, and expressed gratitude to the Bicycle Coalition for their support.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

9. Approve Programming of \$1,374,000 in Senate Bill 1 Local Partnership Program Formulaic Funds to the Yerba Buena Island Multi-Use Pathway Segment 4 - Treasure Island Road Improvements Project – ACTION

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

There was no public comment.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioners Chan (1)

10. Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report – ACTION

Drew Cooper, Principal Transportation Modeler, presented the item per the staff memorandum.

Commissioner Fielder asked for clarification about the timeline for implementing the framework.

Mr. Cooper clarified that the Transportation Authority had no authority to implement the framework and explained that it was meant to be a tool to engage regulators such as the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC) in ongoing rulemaking processes, as well as other critical stakeholders, such as the legislature.

Commissioner Mandelman commented that the framework described what a sensible approach for managing AV deployments might look like and inquired whether staff knew how current providers would perform vis-à-vis the framework.

Mr. Cooper clarified that there was insufficient public data available to enable evaluation of performance.

Commissioner Sherrill asked what the cost, in terms of staff time, would be to implement the framework.



Executive Director Chang explained that staff would share the framework with the CPUC and DMV through the ongoing rulemaking process, and there would not be additional costs beyond that.

Commissioner Sherrill asked what benchmarks were used to evaluate AV performance.

Mr. Cooper explained that benchmarks used were, in some cases—such as collisions—based on human-driven car averages as reported by the National Highway Traffic Safety Administration, and in other cases—such as unplanned stops—based on staff's judgment of what constituted a reasonable threshold.

Commissioner Mahmood asked whether the framework had been shared with the DMV and the CPUC.

Mr. Cooper replied that staff offered briefings to both regulators, but only the DMV accepted the briefing, while the CPUC declined.

Chair Melgar highlighted that San Francisco authorities, including the Transportation Authority Board, have allowed, by default, AV activities in places like Market Street and the San Francisco International Airport (SFO) without a data-driven framework such as this one. She stated that this study sent an important message about what expectations should be.

Commissioner Fielder expressed her appreciation for the work while sharing her skepticism that state regulators would hold TNC or AV companies accountable for their impacts vis-à-vis core policy goals such as public safety, congestion, and workers' rights.

Commissioner Mandelman explained that San Francisco's concerns are based on prior experiences and were not representative of the City's view of the companies but rather of the state's track record of telling cities to "stay away" while not doing much to address their concerns. He stated that it was more than fair for City agencies (such as SFFD, SFPD, SFMTA, and the Transportation Authority) to want to know what was happening on our streets and how the provision of core services was affected by AV operations. Insofar as the City has small bits of approval to grant access to places like Market Street or SFO, there is an opportunity to seek more transparency using this framework as guidance.

During public comments, Rachel Clyde from the San Francisco Bicycle Coalition shared her organization's support for the framework, saying that state agencies had not seemed to be doing a good job at preventing profit interests from driving outcomes on the street. Ms. Clyde recommended that the Board adopt the framework, with a recommendation to staff to develop additional metrics to track AVs' impact on the most vulnerable road users, such as cyclists.

Commissioner Mahmood moved to approve the item, seconded by Commissioner Sherrill.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Walton (2)



Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment, a commenter criticized the San Francisco for a \$322 million budget deficit, alleging misappropriation of funds and blaming excessive city salaries,. They opposed property tax increases, emphasizing that taxpayers already contribute about \$4 billion to City revenue and urged prioritization of a robust transit system over cars, highlighting Washington, D.C.'s metro as a model and stressing that San Francisco was historically built for transit, not automobiles. The commenter opined that reducing cars would lessen traffic and utility strain.

13. Adjournment

The meeting was adjourned at 11:46 a.m.