



# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, May 13, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:02 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 3) and Mandelman (2)

### **2. Approve the Minutes of the April 22, 2025 Meetings - ACTION**

There was no public comment.

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

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**

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the April CAC meeting, the CAC unanimously supported allocating funds for the Embarcadero and Jefferson Quick Build, District 5 Daylighting, and the Ortega Street Improvement projects. She expressed appreciation for the daylighting project as the District 5 representative and she stated that other members were eager to know the timeline for citywide daylighting. She said that the CAC had received the State and Federal Legislative Update, primarily focused on recent amendments to Senate Bill (SB) 63. She said that there was substantial member discussion on the item including questions about the removal of the Transit Operations Financial Responsibility and Implementation Plan requirements, the mechanics of a potential citizen initiative under the new transportation revenue measure district, and the expected timeline for adding an expenditure plan.

Chair Siegal stated that the CAC had voted in support of the amended Fiscal Year (FY) 2024/2025 budget and that the CAC had received a preliminary presentation on the FY 2025/2026 budget and work program. She stated that members had sought clarity on deferred funds for FY 2024/2025 due to project delays. She said members were concerned about the root cause of the traffic calming program delivery issues and sought clarification about the impact of Buy America requirements on the Treasure Island ferry terminal project. She said that staff had addressed members' concerns



about risks to federal grants and using the revolving credit agreement to balance the budget.

Chair Siegal stated that members had received an update on the Vision Zero Freeway Ramp Study and noted that members encouraged staff to expand the study's scope beyond short-term improvements and the immediate ramp area. She also stated members had acknowledged staff's explanation of the project's limitations. Chair Siegal concluded by stating that members had encouraged staff to prioritize safety near transit hubs as a key project goal. She also noted that members had recommended developing a quick-build toolkit with basic improvements, such as continental crosswalks and ADA-accessible curb ramps, for all freeway touchpoints.

There was no public comment.

**4. Reappoint Sean Kim to as the District 1 Representative to the Community Advisory Committee – ACTION**

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

Sean Kim spoke to his interests and qualifications for serving on the CAC, emphasizing his appreciation for and regular use of public transit. He stated his goal was to amplify the voices of families, seniors, and underrepresented groups.

Commissioner Chan stated that Mr. Kim had played a helpful role on the CAC, particularly during the Geary BART implementation. She said that Mr. Kim supported small businesses along the Geary corridor and helped facilitate productive conversations with SFMTA. She added that Mr. Kim's leadership continued to be valuable as the City embarked on a new sewage and water pipe upgrade along Geary Boulevard. She credited his involvement for the smooth progress of the project and emphasized how he had helped inform her and her team about community feedback and effectively communicated those messages back to merchants and residents, noting his additional role as Vice President of the Geary Boulevard Merchants Association.

There was no public comment.

Commissioner Chan moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

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

Absent: Commissioner Mandelman (1)

**5. State and Federal Legislation Update – ACTION**

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff memorandum.

Commissioner Dorsey highlighted the importance of Assembly Bill (AB) 1085, and commended former colleague Assemblymember, Catherine Stefani, for her leadership on the issue. He acknowledged the collective effort to pass speed safety cameras, noting the hard work that was done both before and after his arrival. He expressed frustration over businesses profiting from helping people evade safety measures and emphasized the need for legislation to crack down on license plate obstruction devices. He stated that such measures were crucial for public safety and sent a strong message



that California would not tolerate these actions.

During public comment, Jodie Medeiros, Executive Director at Walk San Francisco, spoke on behalf of Walk San Francisco and Families for Safe Streets in support of AB1085. She emphasized the dangers of speeding and reckless driving, noting that license plate covers hinder driver accountability. She also highlighted the measure as a way to support longstanding street safety efforts, including the speed camera pilot, and urged the Board to endorse AB 1085.

Aleta Dupree commented that she supported both bills.

Commissioner Mahmood 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, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

**6. Allocate \$861,500 in Prop L Funds, with Conditions, for Two Requests and Amend the Prop K Standard Grant Agreement for the Ortega Street Improvements [NTIP Capital] Project (Project) and Release \$280,000 in Funds Held in Reserve for the Project's Construction, with Conditions – ACTION**

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

Vice Chair Sauter commented that the Northern Embarcadero Quick-Build project would fill a key gap on The Embarcadero and noted that with respect to the Jefferson Quick-Build project, the business owners along Fisherman's Wharf were excited about the proposed improvements to help the area remain a competitive neighborhood for tourism. He added that improved safety, access, and calming traffic on the waterfront pathway would benefit everyone.

Commissioner Mahmood stated that speeding up installation of painted curbs would highlight where better visibility was needed on streets to improve safety. He also mentioned that a District 5 survey was circulated to hear ideas about how to spend the remainder of the Neighborhood Transportation Program (NTP) funding for the district. He added that his district was interested in adding painted safety zones to complement daylight intersections and urged his fellow commissioners to support this item.

During public comment, Jodie Medeiros applauded Commissioner Mahmood for accelerating daylighting, noting that District 5 was always in the top 3 most dangerous districts in San Francisco. She underscored the importance of daylighting in improving safety for all users at intersections and encouraged all commissioners to consider using NTP funds for daylighting in their districts, because it was a small financial investment for significant safety results.

Rachel Clyde, from San Francisco Bicycle Coalition, expressed support for the Northern Embarcadero Quick-Build project due to the plan to implement protected bike lanes and because the project addressed the high injury network and Vision Zero.

Commissioner Walton added that District 10 wanted to implement daylighting, and the SFMTA promised to fund implementation of daylighting. He stated that districts should



not have to use their NTP funds for daylighting but should instead be used for other projects. He said he would follow up with SFMTA about their commitment to funding daylighting in District 10.

Vice Chair Sauter moved to approve the item, seconded by Commissioner Mahmood.

The item was approved without objection by the following vote:

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

Absent: Commissioner Mandelman (1)

**7. Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957 – ACTION**

Lily Yu, Finance Manager, presented the item per the staff memorandum.

During public comment, Jodie Medeiros stated that she had been concerned about the high levels of pedestrian deaths and the end of San Francisco's ten-year Vision Zero policy in 2024. She called for greater transparency around the use of funds designated for safety tools like speed humps and criticized the current residential traffic calming program as ineffective and urged the City to use data-driven planning and improve interagency coordination to proactively implement safety measures. She concluded that safe streets were essential for stronger, healthier, and more connected communities.

Commissioner Sherrill 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, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

**8. Preliminary Fiscal Year 2025/26 Budget and Work Program – INFORMATION**

Lily Yu, Finance Manager, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

There was no public comment.

Chair Melgar excused Commissioner Chan from the remainder of the meeting.

**9. SFMTA Financial Update – INFORMATION**

Julie Kirschbaum, Director of Transportation at the SFMTA, presented the item.

Chair Melgar noted her role as a commissioner on the Metropolitan Transportation Commission (MTC) and discussed their ongoing collaborative efforts on regional issues. She asked about what SFMTA envisioned would be presented to voters at the local level as compared to what measures might be proposed at the regional level to address the needs of agencies such as BART and Caltrain. She also asked about SFMTA's real estate assets and their role in driving income, noting that some properties were owned by BART and that BART had made little progress on this issue.

Director Kirschbaum stated that the SFMTA was excited about joint development and



maximizing its property portfolio to meet funding needs and support the City's housing goals. She noted that they had not focused on the stations themselves, but mentioned BART's interest in maximizing housing near its stations and its investment at Balboa Park. She suggested that SFMTA could have discussions with BART on this topic. She also provided an overview of the regional revenue measure framework established through SB 63 by Senators Scott Wiener and Jesse Arreguin and that SFMTA had been working diligently to address the concerns of partner counties while clearly articulating the challenges faced by San Francisco, where 55% of Bay Area transit trips start or end. She emphasized MUNI's role as an important regional transit service and noted that SFMTA has asked that discussions be approached with that lens.

Commissioner Mahmood asked about how SFMTA could address fare compliance issues, such as fare evasion and passholders not being required to tag which could create the appearance of evading fares.

Director Kirschbaum replied that SFMTA should encourage tagging more to help address fare evasion and noted that until Clipper 2.0 was implemented, there were Muni passes such as the Day Pass, Lifeline Pass, and Passport program, that could be integrated into the Clipper system which was not currently possible. She explained that approximately 40% of riders paid via phone, which made it unclear whether someone was paying or simply using their device, and that this ambiguity could create a false perception that many were not paying, thereby discouraging others from doing so. She added that the rollout of Clipper 2.0 and expanded credit card payment options could increase tagging and promote greater accountability. She acknowledged that some riders were not paying fares, and that the agency was focusing on fare inspections. She said the SFMTA would launch campaigns, including the "Don't Be a Dodger" campaign, to promote accountability.

Commissioner Mahmood asked when the rollout for Clipper 2.0 would occur.

Ms. Kirschbaum replied that the rollout for Clipper 2.0 was expected this summer and noted that MUNI upgrades were complete, removing them from the critical path towards rollout.

Commissioner Sherrill asked for details on what was included in the non-MUNI cuts in the different package options.

Director Kirschbaum explained that 77% of the budget had been allocated to transit and transit support services, with 10% allocated for revenue generation. She noted that only a small portion of the budget had remained for programs such as crossing guards and street signage maintenance. She stated that cutting these services would result in increased response times to constituent complaints about street infrastructure, highlighting the tough choices involved in non-Muni cuts.

Commissioner Sauter asked whether there had been any consideration of modifying the vehicle registration fee and noted that the current fee was flat. He mentioned ideas from other cities, such as adjusting the fee based on vehicle weight, so that smaller cars were charged differently than larger vehicles.

Director Kirschbaum replied that the SFMTA had not specifically explored modifying the vehicle registration fee.

Chair Melgar asked if the Muni Funding Working Group had indicated a preference for



any specific package and whether there would be a final report from the Controller's Office.

Director Kirschbaum stated that the Muni Funding Working Group strongly preferred 'Package A,' which focused on large ballot measures. She noted discussions on including smaller measures for the 2028 ballot but acknowledged that mobilizing three times for Muni would be difficult. She mentioned that many stakeholders were interested in both Muni's survival and growth and suggested that a broader program, like one focused on climate, could gain support in 2028 or 2030. She explained that 'Package A' included elements beyond their control, prompting the group to explore other options. She added that the Controller's Office had made all presentations and meetings publicly available on their website and was preparing a final report.

During public comment, Aleta Dupree expressed concern about potential service cuts, emphasizing the need to avoid further reductions to prevent driving people away from transit. She appreciated efforts to find new efficiencies and highlighted the importance of Clipper, suggesting the implementation of accumulator-based fare systems similar to New York. She advocated for less car usage and more transit, drawing from her experience in New York with congestion pricing, and urged the City to ensure ongoing funding for Muni.

Griffin Lee from ConnectedSF expressed concern about further Muni cuts, noting that all six proposed packages depended on public support. He suggested it would be beneficial for SFMTA staff to develop options that did not rely on public funding in November 2026.

## **10. Downtown Travel Study – INFORMATION**

Chun Ho Chow, Transportation Modeler, presented the item per the staff memorandum.

Chair Melgar commented that the analysis was excellent and could help guide policy and budget decisions for healthy downtown recovery.

Vice Chair Sauter appreciated the study and stated that the presentation made clear how important transit was to downtown, and downtown was to the City budget. He highlighted the slide detailing that 83% of sales tax revenue decline had been coming from the core downtown neighborhoods. He stated that the improvements that had happened since this study, particularly safety improvements on Muni and BART which the Transportation Authority had funded, though also recognizing that there was still a long way to go to full recovery. He also noted that some of the downtown decline in ridership could have been of our own making due to cuts to lines like the 10 and 41.

Commissioner Fielder asked whether Waymo was allowed access to Market Street under current law and asked about the impact on transit travel times that Waymo's access to Market Street would have.

Ms. Chang replied that the Transportation Authority did not have the data to answer the question about impacts on transit travel time, but said that the Transportation Authority could try to measure the data independently or get the data from the companies if they were willing to share the data. To the first question, she said that the California Department of Motor Vehicles had indicated that the permit for autonomous vehicles (Avs) included compliance with all local regulations, so vehicles with commercial plates were legally allowed on Market Street per the ordinance passed locally.



Commissioner Fielder asked if there were any ways to explore the recent addition of AVs on Market Street and their impact on travel times.

Ms. Chang replied that the Transportation Authority could take up that task if the Board wished.

Chair Melgar asked to see the slide showing the change in trips by mode. She noted that it was important to look at this data to note the change in behavior in how people traveled to downtown in terms of mode, such as automobile versus transit, and taxis/TNCs to a lesser extent. She emphasized the importance of looking at the data and the impacts of policy decisions on San Francisco which was a Transit First city.

During public comment, Rachel Clyde from the San Francisco Bicycle Coalition said the study showed that San Francisco had developed a car-centric transportation habit since the pandemic. She noted that, with revitalization of downtown being a primary focus of the City leadership, the City had to lead those efforts with sustainable transportation options. She said that given the climate crisis, the City could not afford to take steps backwards by continuing to have single-occupancy gas private vehicles as the primary mode of transportation. Ms. Clyde continued by saying if San Francisco built safe infrastructure for walking, biking, rolling, and transit, then people would come and fill downtown with activity; commented that automobiles were not foot traffic and that people in cars rarely made stops, as compared to people walking, biking, or taking transit; and urged the Board to prioritize the modes that would actually get people into shops.

## **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 12:02 p.m.