



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 10, 2025

1. Roll Call

Chair Melgar called the meeting to order at 10:06 a.m.

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

Absent at Roll Call: Commissioners Chan and Fielder (2)

2. Approve the Minutes of the May 20, 2025 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the May CAC meeting, the CAC approved a motion of support to adopt the proposed Fiscal Year 2025/26 Budget and Work Program following a presentation on recent updates, including the Environmental Protection Agency's (EPA) termination of a \$20 million grant. She stated that members expressed concern about federal grant uncertainties and associated risks. She said that the CAC also supported a proposed 20-year lease at 1455 Market Street, with suggestions to consider using office space more flexibly. She stated that CAC members gave feedback on the SFTP 2050+ presentation including urging a shift away from a downtown-centric model, better north-south transit on the west side, and alignment with growth and housing goals. Lastly, she said that the CAC received an update on the Muni Metro Core Capacity Planning Study and supported improvements in rail infrastructure and international benchmarking.

There was no public comment.

4. State and Federal Legislation Update – INFORMATION

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

Chair Melgar asked for more information about the challenges resulting from changes to the Cap-and-Trade Program.



Ms. Crabbe stated that Cap-and-Trade had raised about \$4 billion annually in recent years, with approximately 40% allocated to transportation. She continued by explaining that the Governor's proposal would redirect up to \$1.9 billion to go to the California Department of Forestry and Fire Protection and about \$1 billion to High-Speed Rail, leaving significantly less for transit capital investments and formula-based transit operations funding. She added that the Legislature's proposal, released the previous day, would redirect \$500 million this year and next to the General Fund, with the remaining funds subject to negotiation through the budget trailer bill process.

Chair Melgar asked if the current year's budget decisions would have repercussions for the next 30 years.

Ms. Crabbe stated that the Governor's proposal would begin in the current fiscal year and would affect all existing commitments through 2030, when the current Cap-and-Trade program was set to expire.

During public comment, Aleta Dupree expressed general agreement with the matrix and supported rules requiring visible license plates on highways. She emphasized the importance of funding for transit and advocated for securing budget certainty. She noted high-speed rail remained a long-term project, likely at least 15 years away. She stressed the statewide and national significance of maintaining reliable transportation systems, warning that if transit stops, cities would stop.

5. Adopt the Proposed Fiscal Year 2025/26 Budget and Work Program – ACTION

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

Chair Melgar asked about the TIMMA budget adjustment following the loss of the EPA grant. She noted the mayor had set aside contingency funds in the City budget and asked whether the Transportation Authority anticipated similar actions or risks of other federal grant interruptions due to the current federal government situation.

Ms. Yu stated that the budget included all secured and committed funding from partnering agencies and federal and state grant agencies. She added that any future changes would be brought back to the Board to amend the budget.

Chair Melgar asked if money had been sequestered as a precaution.

Ms. Yu confirmed it had not.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

6. Approve and Authorize the Executive Director to Execute a 20-Year Lease with Two Five-Year Options to Extend, with the City and County of San Francisco's Real Estate Department for Office Space Located at 1455 Market Street, in an Amount Not to Exceed \$1,126,597 for the First Year, Plus Operating and Other Lease Related Expenses, and Annual 3% Rent Increases; and to Negotiate Lease Payment



Terms and Non-Material Terms and Conditions – ACTION

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

Chair Melgar thanked Ms. Fong and expressed appreciation to San Francisco's Director of Real Estate, Andrico Penick, for helping ensure the Transportation Authority was financially better off and staff had a place to work.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

7. SFMTA Muni Metro Core Capacity Planning Study Update – INFORMATION

Jesse Koehler, Rail Program Manager, introduced the item and Liz Brisson, SFMTA Major Corridors Planning Manager, presented the item.

Commissioner Engardio asked for clarification on the N Judah Transit Priority Project, noting that the SFMTA's fiscal year capital program identified over \$30 million in funding, while the presentation stated it was unfunded. He sought to clarify what portions were funded and unfunded.

Ms. Brisson stated that, to her understanding, the project was not fully funded, and the total cost had not yet been estimated. She offered to follow up with details by email.

Vice Chair Sauter asked whether the study focused solely on existing lines and capacity without including extensions or new construction.

Ms. Brisson confirmed that understanding was correct.

Vice Chair Sauter asked if the study would examine multiple lines or focus on one.

Ms. Brisson responded that more details would be available in the summer, but the study was expected to focus on segments of the system with the greatest capacity needs and opportunities to align with state of good repair work.

Vice Chair Sauter asked about typical funding amounts for the program.

Ms. Brisson explained the program was relatively new, with only four or five agencies having received grants. She noted BART and Chicago each received around \$1 billion, while Boston's request was significantly higher.

Vice Chair Sauter acknowledged that it might feel counterintuitive to work on this effort now given current conditions but emphasized the importance of being prepared for future federal funding opportunities. He expressed appreciation for the focus on transit lanes and priority signaling, noting these improvements could help address system slowdowns.

Chair Melgar said that she had toured the tunnel during Fix It Week at midnight and



found it fascinating to see the century-old infrastructure alongside new equipment, praising SFMTA staff for their efforts to maintain and upgrade the system. She then asked about the relationship between the Muni Metro Core Capacity Study and the capital plan, specifically regarding funding needs. She also asked about service restructuring, noting that while the public often opposes consolidating stops or changing routes, no one objects to increased service. She referenced discussions about improving north-south connections on the West Side amid rezoning and asked how restructuring fits within potential service expansions.

Ms. Brisson explained that the SFMTA regularly updated its capital plan, including a five-year financially constrained subset that prioritized funding based on cost and strategic decisions. She commented that the study's value lay in technically analyzing whether existing plans were sufficient or if more efficient options existed, especially considering state of good repair needs and reiterating that the SFMTA was coordinating to bundle some lines into a future Core Capacity grant.

Regarding increasing Muni Metro capacity, Ms. Brisson said the first step was to increase train frequency, adding that there was a theoretical limit to how many trains could run in the subway. She said that pre-pandemic, scheduling more trains (than ran currently) had caused delays and that SFMTA was upgrading its train control system to improve reliability and capacity, but ultimately, frequency increases would reach a cap. She said that route restructuring could be considered, such as replacing shorter trains with longer ones in the tunnel to increase capacity. She stated that in any scenario where SFMTA would hypothetically need to do any route restructuring, which would only be in 2050 or beyond and outside the timeframe of the capital program, there were two options including either removing lines from the subway or running longer trains on some lines.

Chair Melgar explained that her question was about expansion, not just efficiency.

Chair Melgar confirmed, noting that with new housing on the west side, particularly in the Richmond and Sunset districts, the existing system, focused on downtown travel, needed adjustment. She asked if SFMTA was considering land use plans that would shift demand away from core capacity areas, which might require purchasing more buses and increasing electrical capacity to plug them in.

Ms. Brisson said the study focused specifically on Muni Metro and considers different ridership forecasting scenarios, with variations in the amount of housing development in the anticipated timeframe. She noted the study's 10 to 15-year capital program scope excluded more significant potential future needs that could be experienced over a longer timeframe, and emphasized that the SFMTA should remain involved in discussions to ensure adequate transit capacity while acknowledging that some issues were beyond the study's scope.

During public comment, Aleta Dupree expressed regret that a four-track express line was never built and supported the idea of three-car trains. She underscored the need to modernize the train control system and highlighted the importance of addressing electricity costs under Assembly Bill 1372. She recalled past overcrowding at West Portal and stressed the need to avoid similar issues in the future.



8. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2025 – INFORMATION

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

There was no public comment.

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

During public comment, Aleta Dupree stated that she relied solely on public transportation and various modes like autonomous vehicles and electric rideshares, having taken 38 autonomous vehicle trips, mostly in San Francisco. She supported a complementary transit system, expressed interest in seeing Clipper 2.0 roll out, and emphasized the importance of an all-Clipper-based fare system.

11. Adjournment

The meeting was adjourned at 11:04 a.m.