



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 16, 2025

1. Roll Call

Vice Chair Sauter called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Fielder, Mandelman, Sauter, Sherrill, Walton, and Wong (8)

Absent at Roll Call: Commissioners Chan (entered during Item 10), Mahmood, and Melgar (entered during Item 10) (3)

2. Chair's Report - INFORMATION

Item 2 was called after Item 3.

Vice Chair Sauter reported that San Francisco marked major progress with the launch of Clipper 2.0, delivering Tap-and-Ride payments, improved regional transfers, and a more affordable and convenient rider experience. He stated that San Francisco leadership advanced street safety through the Mayor's Street Safety Initiative Executive Directive, implementing the Safe Streets Act and establishing a citywide working group to develop and track near- and long-term safety actions. Vice Chair Sauter reported that SFMTA secured significant external funding, including \$39.8 million in federal funds for 24 hybrid-electric buses to modernize the fleet and reduce emissions. He reported that Treasure Island also received \$45 million in state funding for housing-related transportation improvements, including active transportation infrastructure, completion of the Yerba Buena Multi-Use Path, and support for a future electric ferry service. Vice Chair Sauter concluded by thanking partner agencies, Transportation Authority staff, and legislative aides for their collaboration and contributions.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

Commissioner Dorsey expressed gratitude on behalf of current and future Treasure Island residents and visitors for the team's work in a challenging environment to identify and secure transportation funding for the island's priorities. He acknowledged and appreciated the California Strategic Growth Council for its funding support, noting its significant benefits for both affordable housing and transportation and he thanked Executive Director Chang and staff, emphasizing that their efforts were meaningful and impactful.

There was no public comment.

4. Approve the Minutes of the November 04, 2025 Meeting - ACTION

There was no public comment.



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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mandelman, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioner Chan, Mahmood, and Melgar (3)

Consent Agenda

5. **[Final Approval]** Allocate \$2,000,000 and Appropriate \$650,000, with Conditions, in Prop L Funds for Three Requests – **ACTION***

Projects: Prop L: SFMTA: Cable Car Restoration (\$900,000). SFPW: Tree Planting and Establishment (\$1,100,000). SFCTA: I -280 Southbound Ocean Ave Off-Ramp Realignment - Additional Funds (\$650,000).

6. **[Final Approval]** Authorize Increase in the Amount of Professional Services Contract with Mark Thomas & Company by \$300,000, to a Total Amount Not to Exceed \$2,204,250, for the Design Phase for the I-280 Ocean Avenue Off-Ramp Project – **ACTION***

7. **[Final Approval]** Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project – **ACTION***

8. **[Final Approval]** Approve the 2025 San Francisco Congestion Management Program – **ACTION***

9. **[Final Approval]** Authorize an Additional Construction Allotment of \$1,000,000, for a Revised Additional Construction Allotment Not to Exceed \$1,896,564, for the Pier E-2 Parking Lot Project – **ACTION***

There was no public comment.

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

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mandelman, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioner Chan, Mahmood, and Melgar (3)

End of Consent Agenda

10. SFMTA's Application-Based Traffic Calming Program Progress Update - **INFORMATION**

Rachel Seiberg, Transportation Planner, introduced the item, followed by SFMTA's Damon Curtis, Traffic Calming Program Manager, and Kimberly Leung, Livable Streets Director, who presented the item.

Commissioner Wong expressed his support for the application-based traffic calming



petition requirement to ensure adequate support. He asked how SFMTA planned to ensure that every district was able to get their fair share of investments in traffic calming.

Ms. Leung clarified that the application-based traffic calming program relied on resident applications, but the proactive arm of the traffic calming program allowed for a holistic view of where the city needed more speed management work.

Commissioner Wong asked what the division between application-based and proactive traffic calming would be.

Ms. Leung responded that SFMTA was determining the breakdown between application-based and proactive traffic calming. She added that there would still be a portion of application-based traffic calming that relied on formalized requests from residents.

Commissioner Wong added that District 4 residents had concerns about the type of traffic calming measures implemented through this program. He asked how SFMTA responded to feedback about these concerns.

Ms. Leung stated that SFMTA listened to resident concerns by collecting data before and after treatments were installed. She added that if traffic calming measures did not achieve their goals, SFMTA iterated on the design.

Commissioner Wong asked whether, regarding active community feedback, residents might have concerns about the practicality of some of the projects from their perspective.

Ms. Leung said that SFMTA was open to speaking with stakeholders and other methods to seek feedback. She offered to have a conversation with Commissioner Wong to discuss specific issues in District 4.

Vice Chair Sauter expressed concern about the direction of the traffic calming program. He stated that the traffic calming program needed to change but petition requirements were not equitable. He cited the street sweeping program, which also required 50% support via petitions, and stated that neighborhoods with single family homes were able to more easily obtain 50% support compared to high density areas. He posited that there would be disproportionate improvements available to higher-income residents in single-family homes compared to denser areas that needed traffic calming improvements. Additionally, he expressed concern about increasing speed thresholds since there were many crashes that occurred below 30 miles per hour. Vice Chair Sauter stated that he supported a redesign of the traffic calming program but said that the focus should be on how SFMTA's coordination slowed down the program and could be sped up rather than adding guardrails for residents to apply. He added that removing the signature requirement during the COVID-19 pandemic showed demand for the program, so new program criteria should not make it harder for residents to apply.

Commissioner Sherrill said that there were many traffic circles on Euclid Avenue in District 2. He asked for clarification on the difference between traffic circles and roundabouts.

Mr. Curtis clarified that traffic circles were implemented to reinforce existing controls, noting that at Euclid Avenue all intersections already had stop signs intended to prevent right-angle collisions. He added that the circular design required all vehicles to move in the same direction, which reduced speeds and minimized the likelihood of right-angle conflicts.

Commissioner Sherrill said residents in his district were frustrated by slowed traffic on Euclid Avenue due to traffic circles. He asked if SFMTA could install reflective markers



around the traffic circles, particularly on the edges. Mr. Curtis replied that reflective markers should already be installed and that SFMTA would ensure these reflective markers are implemented.

Chair Melgar expressed her appreciation for SFMTA's plan to deliver on the backlog and asked how the new iteration of the traffic calming program was different from the pre-pandemic program if SFMTA was planning to reinstate the petition. She added that District 7 residents were frustrated about the lack of communication regarding the status of their traffic calming applications. Chair Melgar asked if SFMTA planned to build a system to better communicate the status of an application to the public. She noted that the pre-pandemic petition system required physical signatures but stated that SFMTA should invest in technology to make petitions more accessible and to help SFMTA staff better track applications.

Ms. Leung affirmed that SFMTA was trying to improve and expand its communication and outreach. She stated that SFMTA had a communications team working through the correct model of communication. Ms. Leung responded that SFMTA could consider harnessing technology when reinstating petitions.

Chair Melgar responded that when SFMTA comes back to the Board, they should have a clear plan on communication, noting that it was clear that a communications plan and system were currently lacking.

Ms. Leung agreed that SFMTA needed a clear communications system and would come back to the Board with a plan to better communicate with the public.

During public comment, Jodie Medeiros, Executive Director at Walk San Francisco, thanked the Board for signing the Street Safety Act and thanked both the Transportation Authority and SFMTA staff for their traffic calming work, as speed humps helped improve safety. She added that San Francisco needed to address speeding as vehicles were becoming bigger and more powerful. Ms. Medeiros stated that the traffic calming presentation showed a demand for the program. Walk San Francisco was asking for a complete reform of the traffic calming program, not just an update. She stated that reform was needed for better efficiency and speed of implementation. She added that safety should be data-driven, rather than just based on petitions. She concluded that the traffic calming program should be designed with transparency and equity, as traffic calming was one of the City's most cost-effective tools to slow speeds in San Francisco.

11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2025 – INFORMATION

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

Commissioner Sherrill asked for clarification on the sales tax program revenues, specifically whether the \$25.8 million reflected the first quarter of the year.

Ms. Fong clarified that it only covered July, August, and September.

There was no public comment.



Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

There was no public comment.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 10:53 a.m.