San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 10, 2026

1. Roll Call

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

Present at Roll Call: Commissioners Chen, Mahmood, Melgar, Sauter, Walton, and Wong (6)

Absent at Roll Call: Commissioners Chan (entered during Item 7), Dorsey (entered during Item 4), Fielder (entered during Item 2), Mandelman (entered during Item 2), and Sherrill (entered during Item 7) (5)

2. Approve the Minutes of the January 27, 2026 Meetings – ACTION

During public comment, Michael Petrelis stated that he found it troubling that there was no public comment on any agenda item and urged the Board to better engage the public earlier in the process by expanding remote public comment options. He argued that, given the importance of public transit in San Francisco and the broader Bay Area, the Board had a responsibility to make participation easy for both people with disabilities, including himself, and the general public, emphasizing that remote access would strengthen transit outcomes.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (8)

Absent: Commissioners Chan, Dorsey, and Sherrill (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that the January CAC meeting featured a full agenda and robust discussion, with significant focus on the District 4 Community Shuttle Study Final Report, which the CAC discussed extensively and ultimately did not approve, with two members voting against it and four abstaining. She explained that several members, including the District 4 representative, believed recommending a shuttle pilot was not an effective use of the estimated $3 million annual cost given SFMTA and citywide budget constraints and preferred that the City pursue new fixed-route service in the Sunset, either instead of or in addition to the shuttle. She stated that members emphasized the Bayview Community Shuttle's continued difficulty in securing ongoing funding and raised concerns that a District 4 shuttle would be less competitive for grant funding, while acknowledging that other members supported the shuttle but also favored improved north–south fixed-route transit in the study area. She reported that the CAC supported all remaining action

items, including $21 million for nine allocation requests, a $12 million allocation for the Portal Project, and the 2026 State and Federal Advocacy Program. She conveyed that several members raised concerns about cost overruns for the Guadalupe River Bridge Replacement project and sought assurance that freight operators would contribute their fair share. Chair Siegal added that the CAC supported adding the Hayes Valley Public Life Study as an eligible use of the Market and Octavia Special Revenue Fund, and she shared her strong support for the study along with her hope for progress on the safety improvements identified as eligible uses when the Octavia Improvement Study was approved in 2023. She concluded by sharing appreciation for SFMTA staff's update on the local revenue measure and reported that members showed strong interest in spending oversight, efficiency and cost-cutting strategies, and approaches to addressing voter concerns about the measure's complexity and cost-of-living impacts.

During public comment, Michael Petrelis stated that, after reviewing the report, it was troubling that only one member of the public had provided comment, reflecting limited public participation on matters directly affecting public transit in San Francisco. He argued that, despite the Board's role in influencing public transit decisions, the Transportation Authority's website lacked clear information on how disabled individuals could access remote public comment to petition the government. He emphasized that this lack of public engagement needed to be addressed by both the CAC and the Board.

4. Allocate $21,042,500 and Appropriate $200,000 in Prop L Funds, with Conditions, for Nine Requests – ACTION

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

Commissioner Mahmood commented on the District 5 Traffic Calming and Pedestrian Improvements NTP project. He noted that the resident survey, which received over 300 responses, reflected community members' desire for improved street safety. He noted that 75% of respondents supported the recommended treatments. He added that the District 5 office would continue finalizing locations, with an emphasis on locations in the Tenderloin due to its high concentration of streets on the High Injury Network. He thanked community members, Transportation Authority staff, and SFMTA staff for their support and urged Commissioners to support this item.

Vice Chair Sauter expressed excitement about the Muni Forward work, and asked for further details on the program, including whether specific corridors had been identified.

Michael Rhodes, Transit Priority Manager at SFMTA stated that they had identified the corridors as the 1 California, the 22 Fillmore, the T Third Street surface route, and the 28 19th Avenue. Vice Chair Sauter replied that these were important lines and expressed his interest in working with SFMTA as the projects progressed.

Commissioner Chen thanked staff for moving the Mission/Alemany Community Based Transportation Plan forward and stated that this was an important project for the community's safety and transportation needs. She expressed that the District 11 office was looking forward to hearing from the community and coordinating with staff on the plan.

During public comment, Michael Petrelis urged the Commissioners to reconsider allowing everyone to have access to remote public comment and for people with

disabilities to be more easily able to access remote public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (9)

Absent: Commissioners Chan and Sherrill (2)

5. Allocate $12,500,000 in Prop L Funds, with Conditions, to the Transbay Joint Powers Authority for The Portal Project Engineering Phase Activities for Fiscal Year 2025/26 and Amend the Prop L Standard Grant Agreement for The Portal Project Engineering Phase Activities for Fiscal Year 2024/25 to Allow Retroactive Expenditures of up to $267,209 Starting July 1, 2024 – ACTION

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Chair Melgar remarked that 2036 was not that far away and expressed excitement about the project.

Commissioner Mandelman began by thanking Mr. Koehler for his long-term work on the project and Transbay Joint Powers Authority (TJPA) Executive Director Adam Van de Water for joining the meeting and his efforts to advance The Portal. He shared mixed feelings, acknowledging Chair Melgar's enthusiasm that 2036 was approaching while emphasizing that many elements would need to align over the next year or two to reach that goal. Commissioner Mandelman acknowledged significant recent wins and continued progress despite a more challenging federal funding climate and affirmed that the plan could achieve the 2036 target if everything comes together. He emphasized that alignment among the Board, the mayor, the City, TJPA, and regional partners would be essential to close remaining gaps and prepare for groundbreaking. Commissioner Mandelman described the project as complex, involving multiple stakeholders and agencies, and stressed San Francisco's unique interest and need for enhanced oversight, as well as close coordination with the Transportation Authority and SFMTA. He thanked Mr. Van de Water for partnering with the Transportation Authority staff. Commissioner Mandelman continued by expressing enthusiasm for the project's transformative potential for downtown development, housing opportunities, and future generations, noting that coordination with high-speed rail would further enhance the project. He concluded by urging an "all-in" effort from the Board, mayor, legislative delegations, and governor to support the timeline and called on stakeholders to continue their work while seeking to identify ways the Board could assist.

Chair Melgar commented that The Portal would be remarkable not only for San Francisco but for all of California.

During public comment, Michael Petrelis stated that he was listening to the report with interest and had hoped the Transportation Authority could allocate approximately $6,000–$7,000 to fill the potholes at Jane Warner Plaza, a major transit stop. He emphasized that for the past three years there had been repeated requests to city authorities to address the potholes, yet no action had been taken, creating a hazard for all users. He urged that in future commission meetings, the issue of potholes at Jane Warner Plaza and the relatively small funding needed to repair them be addressed.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (9)

Absent: Commissioners Chan and Sherrill (2)

6. Amend the Octavia Improvements Study Recommendations to Add the Hayes Valley Public Life Study as an Eligible Use of Revenues from the Market and Octavia Special Revenue Fund, in the Amount of $410,000, with Conditions – ACTION

Rachel Hiatt, Deputy Director for Planning, and Jeremy Shaw, Principal Planner at SF Planning, presented the item per the staff memorandum.

Commissioner Mahmood expressed enthusiasm about collaborating on the Hayes Promenade activation, which began during the pandemic to unite the Hayes Valley community and had since evolved into a weekly transformation of the 400 block of Hayes Street with support from the Hayes Valley Neighborhood Association, the Hayes Valley Merchant Council, and growing volunteer and event programming participation. He explained that the activation's permit was renewed late last year by the Board, but its temporary nature made it challenging for the City and community to fully understand its impact. Commissioner Mahmood emphasized the importance of studying how the street closure affected the transportation network and the vibrancy of the corridor to provide context for the City when deciding on the future Shared Spaces permit and guiding community discussions on long-term activations and the vision for a Hayes Valley town center. He thanked the CAC, Transportation Authority staff, and SF Planning staff for their work and asked colleagues for their support.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (9)

Absent: Commissioners Chan and Sherrill (2)

7. Adopt the District 4 Community Shuttle Study Final Report – ACTION

Jean Paul Velez, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Wong stated that he supported moving forward to explore funding opportunities for a District 4 community shuttle pilot as outlined in the final report, emphasizing that District 4 continued to face mobility gaps for short trips between destinations such as Stonestown, San Francisco State University, and neighborhood corridors. He argued that an on-demand shuttle offered a targeted way to improve coverage and provide a viable alternative to driving, while acknowledging CAC concerns about cost-effectiveness and long-term sustainability and stressing that a pilot

was necessary as a data-driven evaluation rather than a commitment to permanent service. He shared that he had consulted with former Supervisor Gordon Mar, who initiated the District 4 Mobility Study and supported advancing a pilot, and he recommended clear performance benchmarks to ensure accountability, including at least 500 weekly trips within six months, a cost per passenger trip below $20, and at least 20 percent of trips serving seniors, students, or low-income riders. Commissioner Wong explained that these metrics would allow for objective evaluation and comparison with other options, including enhanced Muni service, before any long-term investment decisions. He urged the Board to authorize Transportation Authority staff to pursue a realistic funding strategy using state earmarks, local contributions, and partnerships while maintaining transparency and accountability, concluding that the pilot would support evidence-based decisions on whether to refine the shuttle, invest in fixed-route service, or pursue another approach focused on accountability, innovation, and responsibly meeting community needs.

Commissioner Chan asked how the District 4 Community Shuttle Study's estimated operating cost of $25 to $30 per trip compared with the typical per-trip operating cost of a standard bus service.

Mr. Velez stated that, based on data reported to the Federal Transit Administration's National Transit Database, Muni reported approximately $6.50 per bus trip, while paratransit services, such as SF Access, cost about $100 per trip. He explained that the service was not designed to move people at scale or deliver the cost efficiencies of a bus, but rather to meet the needs of specialized markets that were not well served by the existing network and that faced challenges in achieving good mobility. He added that paratransit offered more flexible services with open origins and destinations and operated citywide, which was more similar to an on-demand shuttle, with the main difference being that paratransit operated citywide whereas the on-demand shuttle was limited to a specific service area.

Commissioner Chan reiterated her request for clarification on the cost of citywide bus trips.

Mr. Velez explained that the average cost to provide a trip varied by bus service type, or bus line, with local routes generally costing more per passenger trip and high-demand corridors costing less. He added that this type of shuttle service was not intended to move large volumes of people but was designed to address coverage challenges, based on lessons learned from peer agencies.

Commissioner Chan said a typical citywide bus trip cost about $6–$7, compared with an estimated $25–$30 per trip for the District 4 Community shuttle proposal. She underscored that paratransit remained an essential service for seniors and people with disabilities, that its operating costs were appropriately included in the most recent Proposition L sales tax renewal, and that a roughly $339 million paratransit contract was scheduled to advance through the Board of Supervisors Budget Committee, noting that paratransit ridership had not yet returned to 2019 levels. She explained that the District 4 community shuttle concept originated during Supervisor Gordon Mar's tenure had been in response to potential impacts from the JFK and Great Highway closures and that it led to a study of how a shuttle might function within the district. Commissioner Chan stated that while she supported the concept in principle, she could not support funding at this time due to SFMTA's fiscal uncertainty, unresolved parcel and regional

sales tax measures, the need to prioritize stabilizing the transit system before launching a pilot, and the possibility that the Transportation Authority might later need to provide emergency funding over the next two fiscal years. She added that the pilot's potential cost of up to $3 million could be needed to address funding gaps, referenced the CAC's failure to approve a supporting motion, and said she would vote no unless there was openness to amending the implementation date to a later time.

Chair Melgar sought clarification from staff that the action taken at the meeting would be approval of the report rather than approval of funding, explaining that the intent was to authorize staff to pursue funding opportunities. She further asked whether, if funds were later allocated to the pilot project, that allocation would be required to return to the Board for approval.

Tilly Chang, Executive Director, explained that the action before the Board was the approval of a report that recommended staff continue to seek funding. She added that if a funding request later returned to the Board to provide a local match from the Prop L program or other Transportation Authority controlled funds, it would require a vote of the Board.

Commissioner Wong acknowledged Commissioner Chan's concerns about ongoing sustainable funding and said he wanted to move forward in order to explore different funding opportunities, explaining that he had spoken earlier with staff about potential options and that the intent was to pursue funding from outside sources not directly drawn from SFMTA or other agency budgets.

Director Chang described how the report addressed community-based funding, business partnerships and sponsorship opportunities, including potential corporate sponsorships. She explained that discussions had taken place with the zoo regarding the possibility of joint or shared shuttle options in anticipation of increased visitation tied to expanded programming, and she added that foundations, philanthropic organizations, and community-based organizations could also serve as potential funding partners. She noted that more creative opportunities could be explored with merchant communities, such as transportation management associations that have been used elsewhere in the city.

Commissioner Chan thanked staff for the clarification. She emphasized that continuing long-term service would require significant commitment and long-term revenue, as external grants would not be available, and local funding would have to come from sources such as SFMTA or the General Fund. She indicated that her "no" vote reflected her view that this project should be lower on the priority list, given other initiatives where Transportation Authority staff time could be better spent. She acknowledged the difficulty of the community shuttle study and expressed gratitude for the staff's efforts. She added that a similar study could be considered for the Richmond District due to the closure of the Great Highway, but she stated that she would not be in a position to support it at this time.

Commissioner Mandelman opined that the item raised broader questions about how the Board operates and how members could direct staff toward projects that may seem important to their districts but might not align with overall city priorities. He suggested the Board should consider whether such actions should continue in the future. He added that the project itself was consistent with previously funded and approved initiatives, though he indicated it might not be his highest priority. He emphasized that

with tighter sales tax revenues, the Board would need to make difficult choices. He concluded that reviewing the shuttle as a potential option for the Sunset was reasonable and that he had no objection to approving the report, while noting that any actual expenditures would require Board approval.

Chair Melgar explained that when Supervisor Mar requested the study, he invited her to consider District 7 joining, but she respectfully declined, emphasizing her commitment to public transportation and her focus on efforts there. She acknowledged Commissioner Mandelman's point that the Transportation Authority Board had consistently deferred to supervisors in their districts, as they best understand local transportation needs, and she stated that she would support the item. She added that staff had received some concerns regarding the expenditure of funds and requested that before any future requests for additional or matching funds, staff provide information and communicate clearly, as there was not full agreement on how to proceed.

Commissioner Walton asked Director Chang how much of the agency's Neighborhood Program (NTP) funding went into operating the Bayview Shuttle.

Director Chang replied that no NTP funds went into Bayview Shuttle operations, explaining that it was funded entirely through a state grant as a pilot program.

During public comment, Anni Chung, President of Self-Help for the Elderly, brought Mrs. Christina Sun, a senior who attends a Chi Sing Center in the Sunset, and community organizer Laura. She recommended adopting the report and highlighted the need to improve transit options for Sunset residents, particularly vulnerable seniors. She noted that Mrs. Sun had to take three transfers to reach the center at 41st and Taraval, a trip complicated by her knee condition, and that many seniors face similar challenges daily. She emphasized that existing public transit in the Sunset was insufficient, that seniors' health needed to be prioritized despite budget constraints, and urged supervisors to support a pilot project. She offered the organization's collaboration with the Transportation Authority on funding and sponsorship, asserting that if the service were provided, seniors would use it.

Michael Petrelis conveyed his frustration with the public's inability to access remote public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner(s) (0)

Nay: Commissioner Chan (1)

8. Approve the 2026 State and Federal Advocacy Program – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Chen (1)

9. Adopt Fiscal Year 2026/27 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Sherrill (1)

10. Accept the Audit Report for the Fiscal Year Ended June 30, 2025 – ACTION

Javier Altamirano, Controller, introduced the item and Nathan Edelman, Legal Counsel for Eide Bailly, LLP. presented the item per the staff memorandum.

Chair Melgar thanked Mr. Edelman for his support and acknowledged Mr. Altamirano and the Transportation Authority's finance team for their continued good work.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner(s) (0)

11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2025 – INFORMATION

Javier Altamirano, Controller, presented the item per the staff memorandum.

There was no public comment.

Other Items

12. Introduction of New Items – INFORMATION

There were no new items introduced.

13. Public Comment

During public comment, Michael Petrelis called for a moment of silence to acknowledge the $100,000 that was spent two years ago on a plan at Jane Warner Plaza, which he did not support citing the lack of holding a public meeting in the Castro to provide input. He continued by stating that residents suffered from unaddressed potholes at the plaza and urged that attention be paid to the boarding island at Jane Warner Plaza, describing it as the Castro's gateway. He requested that $5,000 to $6,000 be allocated to patch the potholes promptly.

14. Adjournment

The meeting was adjourned at 11:38 a.m.