



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 10, 2026

1. Roll Call

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

Present at Roll Call: Commissioners Chan, Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, and Wong (8)

Absent at Roll Call: Commissioners Fielder (entered during Item 3), Mandelman, and Walton (3)

2. Approve the Minutes of the February 24, 2026 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, and Wong (8)

Absent: Commissioners Fielder, Mandelman, and Walton (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the February CAC meeting, the CAC unanimously approved the District 2 Safety Study Final Report and two Prop L appropriations for Federal Autonomous Vehicle (AV) Policy Development and Caltrain Governance 2026 work program staffing and technical support. She stated that CAC members were supportive of staff's focus on AV policy concerns, which aligned with the CAC's long-standing support for stronger AV regulation and accountability. She reported that the CAC received an informational update on the SFMTA Curbside Electric Vehicle (EV) Charging Initiative and that members sought clarification on site utilization definitions, active charging versus idling time, and plans to avoid conflicts with bike lanes and transit infrastructure. She added that the CAC also received an update on the Geary/19th Avenue Subway and Regional Connection Study, and that members supported the effort while emphasizing the importance of balancing cost control, faster phased implementation, minimizing construction-related disruptions and displacement, and encouraging staff to apply lessons learned from past megaprojects locally and internationally.

There was no public comment.

4. Adopt the District 2 Safety Study Final Report – ACTION

Alex Pan, Transportation Planner, presented the item per the staff memorandum.



Commissioner Sherrill asked about two large projects in the Anza Vista neighborhood, including the upcoming opening of the T&T Grocery Store and potential future construction at Kaiser Permanente. He emphasized that the store was expected to increase traffic significantly and asked how the Transportation Authority was planning to address the traffic impacts.

Ms. Pan stated that the recommendation for traffic calming in the Anza Vista residential neighborhood had arisen from the first round of outreach, which identified high cut-through traffic and speeding as residents tried to access Target. She explained that the opening of the grocery store was expected to exacerbate these traffic issues. She added that the proposed traffic calming measures were intended to reduce cut-through traffic and improve safety in the neighborhood.

Commissioner Sherrill asked whether any traffic calming measures had been planned specifically on O'Farrell Street around the area referred to as 'Cardiac Hill'.

Ms. Pan stated that she believed there had been recent improvements on O'Farrell Street but added that she would need to investigate it further.

Commissioner Sherrill asked about the Pacific Heights Hospital loading zones and requested more detail on the planned work there. He asked what the process for that work would look like and how future steps would be carried out.

Ms. Pan stated that double parking was occurring due to delivery trucks and passenger loading competing for the same curb space. She explained that the issue would be referred to SFMTA's Curb Management Team to study how the curb space was being used and to assess whether some white loading zones should be converted to yellow zones and vice versa.

Commissioner Sherrill observed that the bike parking corrals in Presidio Heights had not yet been identified and requested clarification on which locations were being considered for the future.

Ms. Pan stated that no specific locations had been selected, but the final report identified potential options near land uses that attract vulnerable road users. She stated that Claire Lilienthal Elementary School was one example, and added that the exact locations would be determined through SFMTA's Bike Parking Program.

Commissioner Sherrill asked whether any of the locations would be in non-daylit areas on the curbside.

Ms. Pan stated that no final decision had been made regarding bike corral locations. and added that placing the corrals in already-daylit areas made the most sense, as this approach avoided impacting parking.

Commissioner Sherrill asked what the process would be for deciding where the bike corrals would be located.

Ms. Pan stated that she would have to talk with SFMTA's Bike Parking Program.

Commissioner Sherrill asked about daylighting in Cathedral Hill, including visibility and potential scooter parking areas, noting scooters had been a significant concern on sidewalks.

Ms. Pan stated that scooter parking had not come up as an explicit recommendation



from the study. She explained that the Cathedral Hill recommendations focused on painted safety zones to help slow turning speeds.

Commissioner Sherrill stated that scooters on sidewalks had been an increasing concern and that others suggested parking corrals on streets would help keep scooters off sidewalks and out of bike lanes. He asked whether Divisadero, a challenging area due to schools, steep grades, and traffic visibility issues, had been considered as part of the study and, if not, why not.

Ms. Pan stated that study areas were selected based on two criteria: a high concentration of critical land uses and areas that had not had recent improvements. She explained that she did not recall if Divisadero or parts of it had been included in the study areas but said she could check. She stated that issues on Divisadero did not come up during outreach and indicated that staff would follow up with the commissioner's office.

Commissioner Sherrill stated that Divisadero had become especially vexing in recent months due to the number of accidents and near accidents. He explained that if there was not a significant injury or fatality, SFMTA did not necessarily receive reports, and he was personally aware of four incidents involving children under ten that did not result in major injuries. He added that SFMTA was not considering these minor incidents but indicated that there was a need to look more closely at near misses and close calls.

Chair Melgar stated that the study was requested by former Commissioner Stefani following an incident in District 2 and added that she was glad staff had addressed it quickly.

During public comment, Griffin Lee from ConnectedSF stated that the overall sentiment of the project, and similar projects throughout San Francisco, raised questions about how proposals were formed and whether demand was considered. He explained that, for example, the Geary Street Corridor saw relatively few bikes compared with high car traffic yet received bike striping. He added that intersections with more children at play or recent accidents, as highlighted by Commissioner Sherrill, might have warranted greater attention. He suggested that the Board needed to review the process for determining project priorities and how proposals were developed.

Commissioner Sherrill 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, Melgar, Sauter, Sherrill, and Wong (9)

Absent: Commissioners Mandelman and Walton (2)

5. Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – ACTION

Item 5 was called after Items 6 and 7.

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

Commissioner Mahmood said he had enjoyed getting to know CAC Chair Siegal and was proud that his district was represented on the CAC by someone with a strong commitment to improving the city's transportation network. He stated that his office had



appreciated her collaboration on Muni funding as well as traffic safety and street use matters that had come before the Board and added that she had been highly knowledgeable about the current state of transportation funding and had remained active in supporting the well-being of the transit system. He explained that her service as Chair of the CAC required an additional commitment of time that had contributed to the committee's success.

Chair Melgar said she had the pleasure and honor of working with Chair Siegal on several transportation-related issues over the years and Siegal said that the city was fortunate to have Chair Siegal in this role and working to advance transportation causes.

Ms. Siegal spoke to her interests and qualifications for serving on the CAC.

Commissioner Fielder said Ms. Margarita had completed one term as a District 9 representative on the CAC, initially nominated by former Commissioner Ronen, and stated that she had been a lifelong San Franciscan with experience as a social worker and community organizer. She added that she was bilingual, had served on several community boards, and had been well versed on issues affecting low-income and immigrant transit riders. She explained that she was grateful Ms. Margarita had been willing to continue serving on the CAC and thanked her for her service.

During public comment, Francisco Da Costa stated that District 9 had challenges affecting physically and mentally challenged residents and elders and stated that these groups needed more attention and opportunities. He continued by stating that Muni had not consistently provided adequate service and prior funds had been spent inefficiently. He encouraged commissioners to exercise empathy and suggested visiting Market Street and San Bruno Avenue to understand the conditions firsthand.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

6. State and Federal Legislation Update – ACTION

Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

Martin Reyes, Principal Transportation Planner, Government Affairs, presented the item per the staff memorandum.

During public comment, Rachel Clyde from San Francisco Bicycle Coalition shared their support for AB 1837 and AB 2276, the Stop Super Speeders Act. She commented that cameras on buses and parking control officer vehicles were among the most effective ways to address double parking and parking in bike lanes and thanked the Transportation Authority for supporting AB 1837. She described the intent of AB 2276 to help prevent collisions through the use of Intelligent Speed Assistance devices for repeat speeders and urged the Transportation Authority to actively support the bill.

Griffin Lee commented that the Road Usage Charge referred to in AB 1421 seemed



similar to a congestion pricing framework and suggested that it would not be justified to charge a fee to drivers traveling to downtown San Francisco when office vacancies were still high. He also suggested that efficiencies should be pursued at SFMTA before providing them with more funding.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Wong (9)

Absent: Commissioners Mandelman and Walton (2)

7. Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development – ACTION

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

Commissioner Mahmood commented that he appreciated Mr. Velez and Director Chang's vigilance on AV safety and their collaboration on last week's hearing with Waymo at the Board of Supervisors Land Use and Transportation Committee. He explained that the hearing highlighted the ongoing work needed to ensure AV companies operated in the best interest of all road users. He added that this could be achieved through smart federal regulation while also ensuring that state and local governments had a role. He indicated his support for the framework proposed by Congressman Mullin and expressed gratitude that there was bandwidth to support this legislative effort to ensure AV operated safely and transparently in the city and nationwide.

Commissioner Chan requested clarification on the \$75,000 appropriation request, including its purpose, timing, and allocation of funds.

Mr. Velez stated that the funds would support Transportation Authority staff time, consultant support, travel expenses, and overall program management.

Commissioner Chan asked whether the staffing costs would cover Congressman Mullin's office and their staff.

Mr. Velez clarified that the cost only covered Transportation Authority staff support for Congressman Mullin's office, not the Congressman or his staff.

Commissioner Chan asked who the consultants were.

Mr. Velez replied that consultants had not yet been hired, but would be engaged to provide AV safety and regulatory oversight technical support.

Commissioner Chan requested clarification on the Transportation Authority lobbyist's role.

Mr. Velez stated the lobbyist provided strategic guidance, but technical issues would require additional expert advice.

Commissioner Chan asked whether this advice would specifically pertain to AV



technology.

Mr. Velez stated that the safety case, initially an industry tool, was now used in regulation, with guidance needed on both technical and regulatory implementation.

Commissioner Chan stated that AV regulation was an emerging field with limited guidance nationwide and in California. She stated that she supported the \$75,000 request for expert consultation to inform understanding of AV capabilities and regulatory approaches and asked whether the findings would be shared with the State and made publicly available as research and guidance evolve.

Mr. Velez clarified that staff was committed to sharing AV findings, including annual briefings on federal policy. He stated that staff could turn consultant deliverables into memos or reports and collaborate with California and national academic partners to advance AV safety, oversight, and regulatory frameworks, informing current and future regulatory guidance.

Commissioner Chan asked about the timing of the SELF DRIVE Act.

Mr. Velez stated that that apparent target was to include the SELF DRIVE Act in the Surface Transportation Reauthorization, which had been initially expected this summer, though timing concerns had been raised. He added that while that route may no longer be viable, the policy could also advance via an executive order, bypassing a longer congressional process.

Commissioner Chan asked about the bill's timing and the Transportation Authority's plan to advance it ahead of other stakeholders.

Mr. Velez explained that, with the SELF-DRIVE Act now out of subcommittee, staff were working to broaden support, though the bill's timeline remained uncertain.

Commissioner Chan asked about the timeline for the Transportation Authority's work with consultants and how it would help inform responses to the regulation.

Mr. Velez stated that Transportation Authority staff had already been engaging. He explained that consultant support would begin following Board approval of the item, with staff seeking to bring consultants on board as quickly as possible. He indicated that the consultant support was expected to occur from April through June and would inform potential briefings of congressional delegations and support staff during the summer.

Commissioner Chan stated that the Transportation Authority should invest in this work to gain a better understanding despite the bill's uncertain outcome and added that staff should be prepared to report back to the Board so members could determine how best to support and navigate efforts with Congressman Mullin, including engagement through the Commerce and Energy Committee. She added that staff should provide this report before June.

Chair Melgar stated that the Transportation Authority had issued guidelines last year on AVs that were widely referenced by municipalities as best practices and explained that the guidelines had acknowledged current imperfections in the regulatory infrastructure. She added that Congressman Mullin had reached out specifically because of the Transportation Authority's prior work and indicated that, once a work product was developed, it would be shared with him and other stakeholders. She explained that,



given the nascent nature of the industry and differing regulatory approaches, San Francisco's strong values should be reflected. She emphasized that a clear communication strategy would be key to effectively advancing these efforts.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

8. Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support – ACTION0

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

Chair Melgar thanked Commissioner Walton for his persistence on Caltrain governance and acknowledged former Commissioner Peskin for work predating the current board, including the multiple agreements associated with Measure RR. She stated that she hoped the Board would continue supporting Commissioner Walton's efforts and explained that maintaining this support would ensure continuity in the ongoing process with Caltrain.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

Items Recommended from the Personnel Committee

9. [CLOSED SESSION] [Final Approval] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2026 – ACTION

Chair Melgar stated that the Personnel Committee, including Vice Chair Sauter, Commissioner Mandelman, and herself, had met twice, held closed and open sessions, and received public comment on the items included in the recommendation. She added that the Board could enter into closed session for this item, if desired, or could approve the recommendation as presented, which had been endorsed by the Personnel Committee.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)



10. [Final Approval] Adopt the Revised Salary Structure, Amend the Existing Employment Agreement, and Set the Annual Compensation for the Executive Director for 2026 – ACTION

Chair Melgar stated that on February 23, the Personnel Committee met for a second time and, after considering the Executive Director's performance and other factors, recommended adopting a revised Executive Director salary range of \$298,015 through \$395,066, amending the employment agreement to extend Director Chang's term from December 31, 2025, to December 31, 2026, and setting her annual compensation, which would begin on March 16, 2026, with other terms.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

11. [Final Approval] Adopt 9 New Job Classifications, Revised Organization Chart, and Revised Salary Structure; Approve the Use of Up to \$2,375,000 over a Five-Year Period (\$475,000 per year) from the Agency's Program and Operating Reserve; and Amend the Prop L Strategic Plan Annual Program Administration and Operating Allowance from 7.9 Percent to 8.3 Percent, for Fiscal Years 2026/27 to 2030/31 – ACTION

Chair Melgar stated that at the February 23 Personnel Committee meeting, the committee had unanimously recommended the first three parts of the item, including adopting nine new job classifications, revising the organization chart, and updating the salary structure to support staff and organizational development. She explained that the committee had discussed funding for increased costs in light of the significant post-pandemic drop in sales tax and that there had been one dissenting vote from Commissioner Mandelman on tapping the Transportation Authority Program and Operating Reserve and increasing the Prop L annual Program Administration and Operating Allowance from 7.9% to 8.3% over the next five years. She added that she remained strongly supportive of the staff recommendations and had appreciated Commissioner Mandelman's perspective, noting that he was not present to speak at the board meeting but had been aware the item was on the agenda.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

During public comment, Jodie Medeiros from Walk San Francisco stated that the month had been horrific for traffic fatalities, with five pedestrians already killed, including a two-



year-old, and emphasized that these tragedies were preventable. She explained that speeding was the leading cause of crashes and that the 33 speed camera locations showed that speeding was rampant across all districts. She added that Walk San Francisco and other California partners supported AB 2276, the Stop Super Speeders Act, which would require active intelligent speeding devices for drivers convicted of severe speeding-related offenses, reckless driving, participating in speed contests, or driving over 100 mph. She stated that this legislation was strongly supported nationally and urged the Board to also support it.

Griffin Lee stated that he had raised concerns with a few Board commissioners regarding SFMTA proposals to reduce speed limits from 25 to 20 miles per hour on two corridors: Taraval Street in District 4 and Market Street between Octavia and Franklin. He said that data from the Transportation Authority's dashboard had shown that average speeds in January had already been below the posted limits, with 15.6 and 14.95 mph on Taraval Street east and westbound, and 11.94 mph eastbound on Market Street. He added that the Board needed to hold SFMTA accountable to ensure proposed speed reductions would align with actual conditions and data.

14. Adjournment

The meeting was adjourned at 11:10 a.m.