



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 14, 2026

1. Roll Call

Chair Melgar called the meeting to order at 10:00 a.m.

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

Absent at Roll Call: Commissioners Chan (entered during Item 7), Fielder, and Mandelman (entered during Item 9) (3)

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

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

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

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the March CAC meeting, the CAC supported the allocation of \$9.8 million in Prop L funds for the Powell Street Improvement Project, the 22nd Street Station ADA Access Improvements, and the Mission Bay Ferry Landing, and spent some time discussing ferry and water taxi ridership projections. She reported that the CAC received an update on the Potrero Yard Modernization Project and approved the Prop K grant amendment to allow funds to be used for Milestone Payment 1 costs. Chair Siegal added that members discussed the Bryant Street housing project, including parcelization, height limitations, funding constraints. She continued by noting the CAC supported approval of a two-year professional services contract with HNTB Corporation for the Pennsylvania Avenue Extension (PAX) Bridging Study. She stated that the CAC supported San Francisco's One Bay Area Grant (OBAG) Cycle 4 County Framework, including programming \$5.8 million for the Safe Routes to School Non-Infrastructure Program, and received a presentation from the program manager.

There was no public comment.

4. Appoint Clara Baumgarten as the District 3 Representative to the Community Advisory Committee – ACTION

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



Clara Baumgarten spoke to her interests and qualifications for serving on the CAC.

Vice Chair Sauter stated that he first met Ms. Baumgarten through neighborhood cleanups organized by North Beach Neighbors and said that she cared for her community and would bring that perspective to her new role. He added that he was impressed by her survey response ranking transit lines by category, stated that her vision for safer streets would benefit people traveling by walking, biking, and transit and would support individuals with diverse needs; and added that she would serve as a bridge between the body's work and communities, particularly young people who relied on transit.

There was no public comment.

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

The item was approved without objection by the following vote:

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

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

5. State and Federal Legislation Update – ACTION

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

Chair Melgar divided approval of Item 5 to allow a separate motion and vote on State Assembly Bill (AB) 2276 (Soria), also known as the Stop Super Speeders Act.

Vice Chair Sauter made a motion to adopt a support, if amended position on AB 2276 (Soria), if amended to include San Francisco as an eligible participant in the proposed pilot, seconded by Commissioner Chen.

There was no public comment.

The item was approved without objection by the following vote:

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

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

Commissioner Dorsey made a motion to adopt a support position on Senate Bill 1167 (Blakespear), Federal House of Representatives 4376 (Mullin), and Federal Senate 3742 (Markey), seconded by Commissioner Chen.

The item was approved without objection by the following vote:

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

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

6. Allocate \$9,800,000 in Prop L Funds, with Conditions, for Three Requests – ACTION

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



Commissioner Dorsey stated that he was excited about the Mission Bay Ferry Landing project and asked if San Francisco Bay Ferry (SFBF) staff could speak to planned service following completion of the project.

Mike Gougherty, SFBF Director of Planning, stated that the operating plan was a short-haul shuttle connection between the Ferry Building in downtown San Francisco and the new terminal, with the route serving as an extension of the regional services that SFBF already operated into downtown San Francisco, including from Vallejo, Richmond, and Alameda/Oakland, as well as potentially services operated by other agencies, such as those from Larkspur, Tiburon, and Sausalito operated by Golden Gate Ferry.

Commissioner Dorsey stated that his office held a town hall the previous week on pedestrian safety. He said that there were a lot of concerns about safety in Mission Bay, but that there was also a lot of excitement around improvements to the neighborhood. He said he believed Mission Bay residents would be supportive of the new ferry service and other transportation improvements if safety was taken seriously and if safety challenges that could accompany these changes were addressed proactively. He said that the neighborhood changed a lot and that the community wanted to be involved in public safety concerns. He expressed his thanks to those involved in the project.

Commissioner Walton stated that the 22nd Street Station was the only [regular service] Caltrain station that was not wheelchair accessible and expressed his appreciation to the Transportation Authority and Caltrain for the continued prioritization of the effort.

Commissioner Sherill asked to confirm his understanding that the initial planned ferry route was between the Ferry Building and Mission Bay and that there was opportunity for other services to use the terminal.

Mr. Gougherty replied that it was correct. He stated that service could theoretically be provided if the terminals, operating funding, and vessels existed.

Commissioner Sherill asked what size vessels could dock at the new terminal.

Mr. Gougherty said it could dock any vessel in the SFBF fleet and stated that it was an important design criterion to meet SFBF's emergency response mandate. He continued that SFBF had initial plans to operate relatively smaller vessels on the short-haul route with 150-passenger, zero-emission battery-electric boats. He said that if demand patterns shifted by volume or origin point in the future, SFBF could deploy other vessels to meet those needs.

Commissioner Sherill asked for more specificity on the range of sizes of vessels that could dock.

Mr. Gougherty stated that the smallest boat planned in the SFBF fleet could hold 150 passengers, while the largest could hold 445 passengers. He said that as long as a boat had a common freeboard (the vertical distance between the boarding location and the water) and standard space between the two entrance doors, it could dock at this facility.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton,



and Wong (8)

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

7. Amend the Prop K Standard Grant Agreement for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K Funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement – ACTION

Jesse Koehler, Director of Strategy, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Fielder and Mandelman (2)

8. Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study – ACTION

Jesse Koehler, Director of Strategy, presented the item per the staff memorandum.

There was no public comment.

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, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (9)

Absent: Commissioners Fielder and Mandelman (2)

9. Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 4 County Framework, Including Recommending Programming \$2,153,000 to the Transportation Authority for Congestion Management Agency Planning, \$5,843,000 to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to Projects to be Selected Through a Call for Projects – ACTION

Erin Slichter, Transportation Planner, and Ben Frazier, Transportation Planner at SFMTA, presented the item per the staff memorandum.

Chair Melgar commented that San Francisco was competitive for the OBAG program because of its long-standing Transit-First Policy. She expressed appreciation for the Safe Routes to School Non-Infrastructure (Safe Routes) Program, especially on the west side of the city where there were many kids and schools. She noted that some students at Lincoln High School and Lowell High School needed to cross 19th Avenue and Eucalyptus Drive, which were dangerous and in need of infrastructure improvements. She further noted that although there had been an increase in students bicycling to school, and some schools, such as Commodore Sloat Elementary School, did not have enough bike racks for students to park their bikes. She asked for further detail on the relationship between the Safe Routes programmatic work and other teams at SFMTA



that delivered physical safety improvements around schools.

Mr. Frazier responded that two staff were responsible for coordinating teams across the SFMTA and with participating schools to discuss infrastructure improvements alongside the Safe Routes to School programmatic work. He provided an example wherein the SFMTA worked with A.P. Giannini Middle School and several other schools that needed more bike parking to provide racks for the schools to install on their property and to work through the administrative hurdles of doing so. He also noted that Safe Routes to School staff supported SFMTA's School Walk Audit Program by being present at walk audits and had tailored Safe Routes programming to be complementary to new safety infrastructure installed near schools by ensuring that students learned how to use the infrastructure. He stated that the Safe Routes program continued to identify ways to further coordinate its programmatic work with other infrastructural work that supported safe trips to school.

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 Chan, Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (10)

Absent: Commissioner Fielder (1)

10. San Francisco Transportation Plan 2050+ and West Side Network Study Update – INFORMATION

Rachel Hiatt, Deputy Director for Planning, introduced the item with a preface about the immediate issue of the fiscal cliff facing Muni, BART, and other transit operators and the distinction between that issue and the San Francisco Transportation Plan (SFTP), which was a long range planning document. Suany Chough, Assistant Deputy Director for Planning, then presented on San Francisco Transportation Plan 2050+.

Commissioner Chan asked about the framing of the SFTP survey that provided a more limited list of priority options under a limited funding scenario (Investment Plan) and expanded priority options under unlimited funding (Vision). She stated that the results appeared very different and indicated, for example, that making streets safer for all was a clear priority under both funding scenarios. She asked staff why the survey used that framing.

Ms. Chough explained that the intent was to capture how different choices might be made when funds were limited compared to when funding was unlimited. She stated that under unlimited funding there was a broader set of possible investments, and the survey included more options in that question to test whether responses changed under different scenarios. She added that the results showed continued strong support for transit improvements and transit operations in both cases. She also indicated that under limited funding, safer streets rose to the top of priorities.

Tilly Chang, Executive Director, added that, by practice, the countywide plan was updated every four years and included a constrained plan that aligned with the Metropolitan Transportation Commission's (MTC's) Plan Bay Area. She explained that there was also a vision plan with approximately a third more funding than the



constrained plan, and she stated that the intent was to gather input for the vision plan rather than the constrained plan. She indicated that this approach allowed for consideration of an unconstrained long-range planning future beyond what was projected by MTC and provided participants an opportunity to consider “blue sky” preferences.

Commissioner Chan said she would have provided more choices under a limited funding scenario, noting that funding constraints always exist in practice, and if the only choices are maintaining the existing system, it doesn't allow for a different condition. She indicated that she would have asked what priorities would remain under limited funding, such as making transit more frequent, reliable, safer, and cleaner. She added that, regardless of funding level, she would always prioritize improving transit service because it was the core purpose of public transit. She also stated that capital improvements, including freeway projects and biking-related investments, appeared secondary and that she was interested in how the framing shaped responses and prioritization toward improving the existing transit system.

David Long, Senior Transportation Planner presented the West Side Network Study update.

Chair Melgar acknowledged that the region was in a special moment, noting that San Francisco, Bay Area transit agencies, and most of the country were experiencing post-pandemic adjustments. She explained that sales tax supported the agency's work and planning going forward and stated that, in response to Commissioner Chan's comments, the agency needed to be thoughtful about how it prioritized both short-term and long-term needs. She added that planning for the West Side required attention to changing development patterns and consideration of long-term implications for future generations. She also expressed appreciation for the presentation and staff's work and stated that the agency would remain engaged and continue working collaboratively with partners across the Bay Area.

There was no public comment.

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 11:27 a.m.