



San Francisco Municipal Transportation Agency Citizens' Advisory Council

MINUTES • Meeting Date: November 6, 2025

REGULAR MEETING

5:30 pm

1 South Van Ness Avenue, 7th Floor
Room 7080, Union Square Conference Room

SFMTA CITIZENS' ADVISORY COUNCIL MEMBERS

Aaron Leifer, Chair
Chris Arvin, Vice Chair
Sascha Bittner
Akash Borde
Jonathan Bünemann
Alyssa Cheung
Steve Cornell
John Lisovsky
Eliza Panike
Susan Vaughan
Lucas Wang
Frank Zepeda

COUNCIL LIAISON

Christine Silva

COUNCIL SECRETARY

Keka Robinson-Luqman



ORDER OF BUSINESS

1. Call to Order

Chair Leifer called the meeting to order at 5:32 p.m.

2. Roll Call

CAC members present at Roll Call: Chris Arvin, Sascha Bittner, Akash Borde, Jonathan Bünemann, Alyssa Cheung, Stephen Cornell, Aaron Leifer, John Lisovsky, Susan Vaughan and Lucas Wang

CAC members absent at Roll Call: Eliza Panike

CAC members absent with notification: Frank Zepeda

3. Announcement of prohibition of sound-producing devices during the meeting.

CAC Secretary Robinson-Luqman made the announcement.

4. Approval of Minutes:

No public comment.

On motion to approve the minutes of October 2, 2025:

ADOPTED: AYES – Chris Arvin, Sascha Bittner, Akash Borde, Jonathan Bünemann, Alyssa Cheung, Stephen Cornell, Aaron Leifer, John Lisovsky, Susan Vaughan and Lucas Wang

ABSENT – Eliza Panike and Frank Zepeda

5. Report of the Chair (For discussion only)

Chair Leifer discussed the Breda retirement event November 12th. He also introduced the two new Council members: Akash Borde from District 9 and Alyssa Cheung from District 11. Chair Leifer also welcomed former CAC Chair and current Director Mike Chen from the SFMTA Board of Directors. Vice Chair Arvin gave an update on the Muni Funding Working Group and their meeting with the mayor's office.

PUBLIC COMMENT:

Dylan Fabris stated that the proposed local ballot measure is good but doesn't go far enough. Instead of \$150 million that the mayor's office is seeking, a local measure should generate at least \$262 million per year.



Edward Mason suggested a package delivery tax. Everyone is getting taxed out. The SFMTA should consider charging for the source of pollution and congestion. The culture of convenience should be a revenue source.

6. Public Comment

Edward Mason stated that in Jacksonville, Florida they are proceeding with factories that will produce autonomous transit vehicles. He stated that the corridor between 30th and Randall Streets should be looked at. The J Church gets stuck in the congestion at this corridor and is often delayed outbound. It needs to be evaluated in the long term.

Taylor Lee stated that in a single day he has taken several transit trips, and it ended up totaling over \$14. He suggested the ability to tap a Clipper card and automatically receive the daily fare cap. It is done in other cities, and he would love to see it done in San Francisco.

REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding Mid-Market Street Loading Evaluation. (Chava Kronenberg, Program Manager, Better Market Street. Explanatory documents include a slide presentation.)

PUBLIC COMMENT:

John Roberts asked when the public will receive early monitoring results, as the presentation stated that they would be available in November 2025.

Griffin Lee stated that Connected SF supports Transportation Network Companies (TNCs) operating on Market Street. Keeping Cars off market street is keeping market from becoming what it was pre-pandemic.

Dylan Fabris stated that it is unclear what the transportation benefits of the changes are, but it is clear what the transportation harms are. TMC data shows that between January and October there were 30 hours of transit delays caused by Waymo. It goes against the spirit of what was voted for in 2019. It's a clear change in policy that happened behind closed doors and was not very transparent.

Scott Feeney of the Democratic Socialists of America stated that he is in support of both motions. Allowing TNCs on Market Street goes against the intent of the original plan. For Mayr Lurie to make this policy change unilaterally is undemocratic and violates the intent. It will slow down transit and cause safety concerns.

Taylor Lee stated that as someone who cycles down Market Street, he is concerned about TNCs, but if the companies are going to pay for access, then it may be worth it.



Evelyn Engel stated that she is in opposition to the allowance of TNCs on Market Street. They are regulated by the CPUC. There is very little enforcement.

Edward Mason stated that the SFMTA gives away free access all the time. He wondered what the inequities are regarding access.

CAC MOTION 251106.01

The SFMTA CAC urges the SFMTA Board of Directors to take a public position on commercial passenger vehicles on Market Street.

ADOPTED: AYES – Sascha Bittner, Jonathan Bünemann, Alyssa Cheung, Stephen Cornell, Aaron Leifer, John Lisovsky, Eliza Panike, Susan Vaughan, and Lucas Wang

NAYES – Chris Arvin and Akash Borde

ABSENT – Frank Zepeda

CAC MOTION 251106.02

To fully realize the vision of Better Market Street, the SFMTA CAC advises the SFMTA Board of Directors to close the loophole that allows commercial passenger vehicles, such as Waymo, Uber Black Cars, and Lyft Black Cars, on Market Street between Steuart and 10th.

ADOPTED: AYES – Chris Arvin, Sascha Bittner, Akash Borde, Jonathan Bünemann, Alyssa Cheung, Aaron Leifer, John Lisovsky, Eliza Panike, Susan Vaughan and, Lucas Wang

NAYES – Stephen Cornell,

ABSENT – Frank Zepeda

8. Presentation, discussion, and possible action regarding the Muni Metro Capacity Study. (Liz Brisson Long Range Transit Corridor Planning Manager. Explanatory documents include a slide presentation.)

PUBLIC COMMENT:

Edward Mason inquired if there has been any experimentation with a three car train in the tunnel. He wondered how a three-car train would operate in a mixed environment. Plan Bay Area 2050 has been updated but doesn't account for demographic growth. It's hard to believe that population expectations will be met by 2050.



CAC MOTION 251106.03

The SFMTA CAC recommends that the SFMTA Board adopt the recommendations in the Muni Metro Capacity study, addressing San Francisco's expected ridership growth and the need for a continued state of good repair.

ADOPTED: AYES – Chris Arvin, Sascha Bittner, Akash Borde, Jonathan Bünemann, Alyssa Cheung, Stephen Cornell, Aaron Leifer, Eliza Panike, Susan Vaughan and, Lucas Wang

ABSENT – John Lisovsky and Frank Zepeda

9. Presentation, discussion, and possible action regarding the SFMTA 2026 Legislative Program. (Janet Martinsen, Local Government Affairs Liaison. Explanatory documents include a draft program and a slide presentation.)

PUBLIC COMMENT:

Edward Mason stated that the braking system on the LRV4s doesn't seem to be smooth. Micro mobility needs to have legislation. When he purchased his first bicycle in 1960, he had to go get a license for it at City Hall. There should be an investigation into the practicality of bringing back licensing for micro-mobility.

Dylan Fabris stated that he was unaware of Vision Zero being rebranded.

10. Presentation, discussion, and possible action regarding the Engineering, Maintenance, and Safety Committee (EMSC) report and recommendations.

Council Member Jonathan Bünemann presented the report.

11. Council Member Information and Agenda Item Requests. (For discussion only)

Aaron Leifer asked for a fare policy and Clipper Two update presentation.

Sue Vaughan requested the information that TNCs is going to share as part of the evaluation metrics.

ADJOURN - The meeting was adjourned at 8:19 p.m.



Submitted by:

A handwritten signature in black ink, appearing to read 'KAR Luqman'.

Keka Robinson-Luqman
SFMTA CAC – Secretary

Next regular meeting: Thursday, December 4th at 5:30pm | Union Square Conference Room