



San Francisco Municipal Transportation Agency Board of Directors & Parking Authority Commission

MEETING MINUTES • Meeting Date: Tuesday, December 2, 2025

REGULAR MEETING

1:00pm

1 Dr. Carlton B. Goodlett Place
Room 400, City Hall

REMOTE MEETING ACCESS

WATCH: www.sfgovtv.org/sfmtaLIVE or
<https://www.sfmta.com/calendar/board-directors-meeting-december-2-2025>

SFMTA BOARD OF DIRECTORS

Janet Tarlov, Chair
Stephanie Cajina, Vice Chair
Mike Chen
Alfonso Felder
Steve Heminger
Dominica Henderson
Fiona Hinze

DIRECTOR OF TRANSPORTATION

Julie Kirschbaum

BOARD SECRETARY

Christine Silva



ORDER OF BUSINESS

1. Call to Order

Chair Tarlov called the meeting to order at 1:07pm.

2. Roll Call

Present: Steve Heminger
Dominica Henderson
Fiona Hinze
Stephanie Cajina
Janet Tarlov

Absent (at Roll Call): Mike Chen
Alfonso Felder

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

Board Secretary Silva made the announcement.

4. Approval of Minutes

- November 18, 2025, Regular Meeting

No public comment.

On motion to approve the minutes:

ADOPTED: AYES – Heminger, Henderson, Hinze, Cajina, and Tarlov
ABSENT – Chen and Felder

5. Communications

None.

6. Director's Report (For discussion only)

- Transit Updates
- Streets Updates
- Events and Ongoing Activities



Director Chen joined the meeting.

Director Kirschbaum shared about a recent Muni service interruption, N-Judah Fix-It Weekend, an update on traffic calming projects, receiving a federal grant for new buses, 19th Avenue Construction, and cable car decoration for the holidays.

PUBLIC COMMENT:

Griffin Lee urged staff for more transparency regarding traffic calming processes and procedures.

Heather Deepaz commented on receiving the federal grant and expressed concern about not using existing buses.

7. Citizens' Advisory Council Report

None.

8. New or Unfinished Business by Board Members

Chair Tarlov shared that she designated Director Heminger to serve on the Senate Bill 63 Financial Efficiency Oversight Committee.

PUBLIC COMMENT:

Speaker thanked Director Heminger for his time and service on the new committee.

9. Public Comment

Members of the public may address the SFMTA Board of Directors on matters that are within the Board's jurisdiction and are not on today's calendar.

Richard expressed concern about the street closure on Hayes Street including the costs, compliance, and continued violations.

Jodie Medeiros thanked the agency for its commitment to traffic safety and asked leadership for detailed deadlines and transparency.

Speaker proposed restructuring the fare system and breaking up the agency and management.



Speaker spoke about a recently formed riders advocacy group and her experience of being forced off a bus.

Griffin Lee commented on signal timing on Sunset Boulevard and bus route optimization being underutilized.

Barry Taranto expressed concern about work on 19th Avenue, urging the agency to make Sunset Boulevard a better alternative.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be simple or routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.
 - 10.1. Approving various routine parking and traffic modifications: (The Planning Department has found that Items A-C are exempt from the California Environmental Quality Act [CEQA]. For these parking and traffic modifications that received a categorical exemption, the proposed SFMTA Board action constitutes the Approval Action as defined by Chapter 31 of the SF Administrative Code. Explanatory documents include a staff report and resolution.)
 - A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA S, ESTABLISH – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT FOR VEHICLES WITH AREA S PERMITS, Dolores Street, east side, between 18th Street and 19th Street.
 - B. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA P, O'Farrell Street, north side, from Fillmore Street to 230 feet westerly.
 - C. RESCIND – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Mission Street, east side, from 320 feet to 353 feet north of Italy Street.



RESOLUTION No. 251202-112

- 10.2. Approving the Second Amendment to Contract No. SFMTA-2021-64/1, for operation and management of the Group A off-street parking facilities, with LAZ Parking California, LLC, to add operation of two off-street parking facilities under the jurisdiction of the Port of San Francisco to the contract scope of work and to increase the contract amount by \$9 million, for an amended total contract amount not to exceed \$189 million, and approving the Third Amendment to Contract No. SFMTA-2021-64/2, for operation and management of the Group B off-street parking facilities, with IMCO Parking, LLC, to add operation of two off-street parking facilities under the jurisdiction of the Port of San Francisco to the contract scope of work and to increase the contract amount by \$12 million, for an amended total contract amount not to exceed \$219 million, and requesting the Board of Supervisors to approve the two contract amendments. (Explanatory documents include a staff report and resolution.)

RESOLUTION No. 251202-113 and 251202-114

- 10.3. Approving parking regulations and amending the Transportation Code, Division II, Section 801 to extend permit-restricted parking on Turk Street near 1011 Turk Street to support the San Francisco Department of Emergency Management and other public safety agencies housed and serving there: (The SFMTA, under authority delegated by the Planning Department, has determined that the proposed regulations are categorically exempt from the California Environmental Quality Act [CEQA]. The proposed action is the Approval Action as defined by the SF Administrative Code Chapter 31. Explanatory documents include a staff report and resolution.)
 - A. ESTABLISH – NO STOPPING, 7AM-3PM, MONDAY THROUGH FRIDAY, EXCEPT CITY-OWNED VEHICLES DISPLAYING A PERMIT ISSUED BY THE SFMTA
Turk Street, both sides, from Gough Street to 420 feet westerly

RESOLUTION No. 251202-115

- 10.4. Amending the Transportation Code, Division II, Section 201 to authorize the City Traffic Engineer to install bicycle parking spaces, including racks and corrals, on the street adjacent to red curb or other no parking zones without a public hearing; and making environmental review findings. (Explanatory documents include a staff report and resolution.)



RESOLUTION No. 251202-116

No public comment.

PUBLIC COMMENT:

Members of the public expressing support: Barry Taranto (10.4), Rachel Clyde (10.4), and Jodie Medeiros (10.4).

Members of the public expressing neither support nor opposition: Speaker (10.2)

On motion to approve the Consent Calendar:

ADOPTED: AYES – Chen, Heminger, Henderson, Hinze, Cajina, and Tarlov
 ABSENT – Felder

REGULAR CALENDAR

11. Presentation and discussion regarding a Fiscal Year 2025-2026 Budget Update and Upcoming Budget Process. (Explanatory documents include a slide presentation.)

Bree Mawhorter, Chief Financial Officer, presented the item.

PUBLIC COMMENT:

John Gomez expressed concern about mismanagement and bureaucracy.

Dylan Fabris was appreciative of the balanced budget and expressed concern about balancing the budget on transit fares.

Griffin Lee expressed concern about the regional or local measure failing and the impacts to the agency should that happen.

Cyrus Hall was appreciative of staff's work on the budget and proposed capping the amount a rider can spend over a period of time to encourage ridership.

Barry Taranto expressed concern about Parking Control Officers (PCOs) deployment and citation issuance, urging PCOs on every block.

12. Approving various traffic and parking modifications to improve safety for people walking, bicycling, and riding transit near Third Street as part of the Bayview Community Pathway project: (The Planning Department has found that the project is exempt from the California

Environmental Quality Act [CEQA]. The SFMTA Board action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to SF Administrative Code Section 31.04(h). Explanatory documents include a staff report and resolution, and slide presentation.)

- A. RESCIND – CLASS III BIKEWAY, Keith Street, northbound and southbound, from Underwood Avenue to Palou Avenue (to be replaced by Bayview Community Pathway)
- B. ESTABLISH – CLASS II BIKEWAY, Underwood Avenue, eastbound and westbound, from Keith Street to Lane Street; Lane Street, northbound and southbound, from Underwood Avenue to Newcomb Avenue; Newcomb Avenue, eastbound and westbound, from Mendell Street to Lane Street; Mendell Street, northbound and southbound, from Newcomb Avenue to Galvez Avenue
- C. ESTABLISH – CLASS IV BIKEWAY (ONE-WAY), Mendell Street, northbound and southbound, from Cargo Way to Galvez Avenue (establishes one-way separated bikeway on each side of street)
- D. ESTABLISH – RAISED CROSSWALK, Keith Street at Armstrong Avenue, south crossing (relocates blue zone for accessibility purposes); Armstrong Avenue at Keith Street, east crossing; Keith Street at Van Dyke Avenue, south crossing; Van Dyke Avenue at Keith Street, east crossing; Lane Street at Palou Avenue, north crossing; Palou Avenue at Lane Street, west crossing; Oakdale Avenue at Lane Street, west crossing; Lane Street at Newcomb Avenue, south crossing; Lane Street at Quesada Avenue, south crossing; Quesada Avenue at Lane Street, east crossing; Lane Street at Shafter Avenue, south crossing; Shafter Avenue at Lane Street, east crossing; Newcomb Avenue at Mendell Street, north crossing; Mendell Street at Galvez Avenue, south crossing
- E. ESTABLISH – TRAFFIC CUSHION, Newcomb Avenue, between Mendell Street and Lane Street (two 3-lump cushions); Innes Avenue, between Third Street and Mendell Street (two 3-lump cushions); Jerrold Avenue, between Third Street and Mendell Street (one 3-lump cushion); Kirkwood Avenue, between Third Street and Mendell Street (one 3-lump cushion); McKinnon Avenue, between Mendell Street and Lane Street (one 3-lump cushion)
- F. RESCIND – BUS FLAG STOP; Van Dyke Avenue, south side, east of Keith Street; Hudson Avenue, north side, east of Mendell Street; Hudson Avenue, south side, west of Mendell Street; Mendell Street, east side, from Evans Avenue to 74 feet northerly; Mendell Street, east side, north of Newhall Street; Mendell Street, west side, north of Newhall Street; Mendell Street, east side, south of Cargo Way; Mendell Street, west side, south of Cargo Way
- G. ESTABLISH – BUS FLAG STOP, Van Dyke Avenue, southwest corner of Van Dyke Avenue and Keith Street (establishes new OB flag stop, replacing existing flag stop on Van Dyke Avenue)
- H. ESTABLISH – BUS STOP, Hudson Avenue, south side, from Mendell Street to 47 feet westerly; Hudson Avenue, north side, from Mendell Street to 52 feet easterly; Mendell

Street, east side, from 100 feet to 140 feet northerly of Evans Avenue; Mendell Street, east side, from Newhall Street to 72 feet southerly; Mendell Street, west side, from Newhall Street to 30 feet northerly; Mendell Street, west side, from 95 feet to 140 feet south of Cargo Way; Mendell Street, east side, from Cargo Way to 55 feet southerly

- I. ESTABLISH – SIDEWALK WIDENING, Lane Street, west side, from Underwood Avenue to 20 feet southerly (6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (6-foot bulb); Underwood Avenue, north side, from Lane Street to Third Street (14-foot sidewalk extension); Third Street, east side, from Underwood Avenue to 15 feet northerly (4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Hudson Avenue, south side, from Mendell Street to 47 feet westerly (for 6-foot bus-bulb); Hudson Avenue, north side, from Mendell Street to 52 feet easterly (for 14-foot bus-bulb)
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, ESTABLISH – TRANSIT BOARDING ISLAND, Evans Avenue, north side, from Mendell Street to 96 feet westerly; Evans Avenue, south side, from Mendell Street to 102 feet easterly
- K. ESTABLISH – RED ZONE, Keith Street, east side, from Yosemite Avenue to 10 feet northerly (for traffic island); Yosemite Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Keith Street, east side, from Wallace Avenue to 10 feet northerly (for traffic island); Wallace Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Underwood Avenue, south side, from Lane Street to 10 feet easterly (for traffic island); Lane Street, east side, from Thomas Avenue to 10 feet northerly (for traffic island); Thomas Avenue, south side, from Lane Street to 10 feet easterly (for traffic island)
- L. RESCIND – BLUE ZONE, Keith Street, west side, from Armstrong Avenue to 27 feet southerly (for raised crosswalk)
- M. ESTABLISH – BLUE ZONE, Keith Street, west side, from Bancroft Avenue to 27 feet southerly (for raised crosswalk); Mendell Street, east side, from 15 feet to 39 feet southerly of Evans Avenue (1 accessible parking space)
- N. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from Yosemite Avenue to 39 feet northerly (for traffic island)

- O. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from 10 feet to 43 feet north of Yosemite Avenue (for traffic island)
- P. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Lane Street, west side, from Underwood Avenue to 20 feet southerly (for 6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (for 6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (for 6-foot bulb); Third Street, east side, from Underwood Avenue to 15 feet northerly (for 4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (for 6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (for 6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (for 8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (for 9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Mendell Street, west side, from Galvez Avenue to 30 feet northerly; Mendell Street, west side, from 114 feet to 134 feet north of Galvez Avenue; Mendell Street, west side, from Fairfax Avenue to 36 feet southerly; Mendell Street, east side, from 62 feet to 82 feet north of Galvez Avenue; Mendell Street, east side, from Fairfax Avenue to 30 feet southerly; Mendell Street, east side, from 82 feet to 102 feet south of Fairfax Avenue; Fairfax Avenue, north side, from Mendell Street to 24 feet westerly; Fairfax Avenue, south side, from Mendell Street to 24 feet easterly; Mendell Street, west side, from Fairfax Avenue to 35 feet northerly; Mendell Street, west side, from Evans Avenue to 15 feet southerly; Mendell Street, east side, from Fairfax Avenue to 39 feet northerly; Mendell Street, east side, from Evans Avenue to 59 feet southerly; Mendell Street, west side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Evans Avenue to 142 feet northerly (for transit boarding island and fire hydrant); Mendell Street, east side, from 254 feet to 267 feet north of Evans Avenue; Evans Avenue, north side, from Mendell Street to 46 feet easterly; Mendell Street, east side, from Newhall Street to 113 feet southerly; Mendell Street, east side, from 145 feet to 205 feet south of Newhall Street; Newhall Street, north side, from Mendell Street to 36 feet westerly; Newhall Street, south side, from Mendell Street to 36 feet easterly; Mendell Street, east side, from Newhall Street to 15 feet northerly; Mendell Street, east side, from 114 feet to 128 feet north of Newhall Street; Mendell Street, east side, from 332 feet to 349 feet north of Newhall Street; Mendell Street, west side, from Newhall Street to 30 feet northerly (for transit boarding island); Mendell Street, west side, from 143 feet to 163 feet north of Newhall Street; Mendell Street, west side, from Cargo Way to 65 feet southerly; Mendell Street, west side, from 95 feet to 135 feet south of Cargo Way; Mendell Street, west side, from 237 feet to 257 feet south of Cargo Way; Mendell Street, west side, from 284 feet to 336 feet south of Cargo Way

- Q. RESCIND – PERPENDICULAR PARKING, Mendell Street, west side, from Evans Avenue to Newhall Street
- R. RESCIND – PARALLEL PARKING, Mendell Street, east side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Newhall Street to Cargo Way; Fairfax Avenue, north side, from Newhall Street to 260 feet easterly
- S. ESTABLISH – 60-DEGREE BACK-IN ANGLED PARKING, Mendell Street, east side, from 142 feet to 250 feet north of Evans Avenue; Mendell Street, east side, from 113 feet to 145 feet south of Newhall Street; Mendell Street, east side, from 205 feet to 238 feet south of Newhall Street; Mendell Street, east side, from 18 feet to 116 feet north of Newhall Street; Mendell Street, east side, from 167 feet to 332 feet north of Newhall Street; Mendell Street, east side, from 349 feet to 405 feet north of Newhall Street
- T. RESCIND – TOW-AWAY, NO PARKING ANY TIME, Mendell Street, west side, from Evans Avenue to Fairfax Avenue; Fairfax Avenue, north side, from 260 feet east of Newhall Street to Mendell Street; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
- U. ESTABLISH – PERPENDICULAR PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM; Fairfax Avenue, north side, from Mendell Street to Newhall Street
- V. ESTABLISH – PARALLEL PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM, Mendell Street, west side, from 40 feet to 165 feet south of Evans Avenue; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
- W. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Third Street, east side, from Thomas Street to 27 feet northerly (removes short-term parking meter #5173-G for bulb)
- X. RESCIND – RIGHT LANE MUST TURN RIGHT, Mendell Street, southbound, at Galvez Avenue

Director Felder joined the meeting.

Sean Kennedy, Chief Planning and Project Delivery Officer, Pallavi Panyam, Project Manager, and Lilian Ayala, Engineer, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Zach Lipton, Tracy Griffin, Jodie Medeiros, Tom Radulovich, Rachel Clyde, and Robin Pam

Members of the public expressing opposition: Dale Zink

Members of the public expressing neither support nor opposition: Barry Taranto



On motion to approve:

ADOPTED: AYES – Chen, Felder, Heminger, Henderson, Hinze, Cajina, and Tarlov

RESOLUTION No. 251202-117

Chair Tarlov recessed the meeting at 3:34pm and reconvened the meeting at 3:48pm.

13. Accepting the Muni Metro Modernization Planning Study (Muni Metro Capacity Study) final report. (Explanatory documents include a staff report, resolution, and slide presentation.)

Liz Brisson, Manager - Planning and Project Delivery, and David Sindel, Transportation Planner, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Mark Sawchuk, Cyrus Hall, Tom Radulovich, and Dylan Fabris

On motion to approve:

ADOPTED: AYES – Chen, Felder, Heminger, Henderson, Hinze, Cajina, and Tarlov

RESOLUTION No. 251202-118

SPECIAL CALENDAR – The following item will not begin before 4:00pm.

14. Presentation and discussion regarding the Mid-Market Street Commercial Passenger Loading Evaluation. The update will include observation of operations to date and discuss next steps, including the continued evaluation of commercial passenger service operations by Waymo and a limited number of commercial black cars that operate on the Uber and Lyft platforms at seven loading bays in the Mid-Market Street area. (Explanatory documents include a slide presentation.)

Viktoriya Wise, Director of Streets, and Jenny Delumo, Market Street Loading Evaluation Lead, presented the item.

PUBLIC COMMENT:

Marlo Sandler expressed support for the return of cars to Market Street, sharing that Mid-Market recovery depends on making the street functional and accessible again.



Griffin Lee expressed support for opening Market Street to cars.

Christopher White expressed concern about the evaluation and urged the Board to hear an action item on the matter and close the loophole.

Jodie Medeiros thanked the Citizens' Advisory Council (CAC) for starting the conversation and urged the Board to take action to close the loophole.

Rachel Clyde demanded that the Board follow the CAC recommendation and take action to close the loophole.

Barry Taranto expressed concern about having only one month of data and suggested waiting for three months of data.

Joseph Clifton expressed concern about the presentation and opposition to car access on Market Street.

Mary McGuire expressed opposition to autonomous vehicles on Market Street.

Mia Satya expressed opposition and concern for seniors, urging Board to close the loophole on Market Street.

Chris Wright expressed continued support for ride hail access to Market Street, sharing that it helps businesses and workers, strengthening the downtown core.

Tom Radulovich expressed concern that the action was a major undoing of Market Street with no community engagement.

Sara Greenwald expressed concern about safety, greenhouse gas emissions, and privatization of the system, sharing that the Board review the matter.

Jim Morrison shared that Muni service is faster since Better Market Street and urged the Board to close the loophole.

Cyrus Hall shared that there was little use by ride hail companies on the corridor and expressed concern about moving forward given the lack of data.

Brian Alcorn expressed support for car free Market Street and encouraged the Board to look up a recent ULI competition and the visions presented there.



Speaker expressed concern about ride hailing substituting public transit and commented about induced travel.

Dylan Fabris urged the Board to make it clear that ride hailing is not permitted on Market Street and to support the CAC recommendation to close the loophole.

Rashad Rauv urged the agency to close the commercial passenger loophole, sharing that Market Street should be the spine of a strong public transit first city.

Scott Feeney urged the Board to schedule an action item and close the loophole on Market Street and to reject the idea that robotaxis can replace transit service.

Kevin Moses urged the Board to close the loophole allowing commercial passenger vehicles to operate on Market Street, sharing that if continued enforcement would be impossible.

Marcia Weisbrot expressed support for keeping Market Street car-free and expanding it because it works.

Mo Devlin urged the Board to close the loophole on Market Street, sharing that cars on the street was chaotic and now is so much safer.

Austin Rosales shared his experience using Muni to get to his office on Market Street, commenting on the high volume of people that Muni brings to Market Street daily.

ADJOURN – Chair Tarlov adjourned the meeting at 5:46pm.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.


Christine Silva
Board Secretary

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call 415.554.5184. Under CEQA, in a later court challenge, a



litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call 415.554.5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the website: <https://sfethics.org/>.

If you wish to contact the Board regarding an item that is expected to be on an agenda, please email the Board at MTABoard@sfmta.com. Please know that the Board appreciates receiving such communication by 12pm the day before the meeting so they have time to review and consider the comments prior to the meeting.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at sotf@sfgov.org.

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at <https://sfgov.org/sunshine/>.