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Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY MULTIMODAL ACCESSIBILITY ADVISORY COMMITTEE

MINUTES OF REGULAR MEETING

Thursday, April 16, 2026

1:00 PM – 3:00 PM

In person: 1 S. Van Ness Ave Rm 3072

Via Video Conference:

Dial Toll Free: (669) 900-6833
Zoom Meeting ID: 850 0610 8607
Passcode: 406728



ORDER OF BUSINESS

1) Call to Order

Meeting called to order at 1:03 pm

2) Attendance

See roll call.

3) Announcements from Members and Staff

4) Acceptance of the Agenda

Mr. Rosen moved to accept the agenda, and Mr. Fischer seconded the motion to accept the agenda. **Motion carried.**

5) Acceptance of Minutes from Previous Meeting

Mr. Dubinsky made a motion to accept the minutes from the previous meeting and Mr. Fischer seconded the motion to accept the minutes.

Motion carried.



6) Public Comment

Ms. Seretan noted that construction near the Arc has resumed and that there is not enough signage directing people to bus stops.

In addition, there is construction under the freeway near Foodsco. Sidewalks are closed adjacent to Foodsco, making it difficult to access.

7) Business of the Afternoon

A) Goal Setting

Heidi Seretan, MAAC Chair
(HeidiSeretan@gmail.com)

Ms. Seretan lead a goal setting exercise where members attending online participated in breakout groups to discuss particular goals. Each group has a shared google doc to update with their progress on achieving 2-3 measurable goals. Topics included passenger safety, technology, inadequate accessible seating, and safety.

B). Capital Budget

Rob Jaques, Director of Capital Projects & Funding Strategy Section
(rob.jaques@sfmta.com)



SFMTA

Mr. Jacques described the role of the Capital Improvement Plan in SFMTA's financial planning. The CIP is a 5-year plan that is reassessed every 2 years and reflects funding across 5 investment areas. The CIP is informed by the agency's 20-year plan and is the basis of the 2-year capital budget.

A draft of the CIP was presented to the MTA Board in April. Some board members expressed concern with the practice of "flexing" capital funds to support operations. Based on this feedback, staff developed an investment approach that prioritizes existing contractual obligations, provides project funding by phase if full funding is not available, and empowers subject matter experts to prioritize needs. The Board will consider the final CIP later in April.

Mr. Jaques noted that funding for the FY27-31 CIP is approximately \$2.5 billion dollars, which is 1.4% lower than the previous CIP. The proposed 2-year capital budget for FY26-27 and FY27-28 is approximately \$1.2 billion dollars. The budget will fund significant improvements in safety and reliability.



SFMTA

According to Mr. Jacques, funding for the CIP comes from a variety of sources, including Federal formula funds, competitive grants, state, local and regional funds, and general obligation bonds.

The investment areas for capital improvements include reinvesting in the system, optimizing service, expanding capacity, improving street safety, and enhancing safety and security. The SFMTA CIP dedicates \$1.9 billion on reinvestment through 66 projects that rebuild, renovate, or replace aging infrastructure. Example projects include an upgrade of the train control system and a midlife overhaul for light rail vehicles.

The CIP invests \$229 million on optimization through 26 projects that enhance service reliability and reduce delays. Examples of projects include the M Oceanview Muni Forward project and a station wayfinding signage upgrade project.

Efforts to expand capacity receive a \$17.2 million dollar investment. Improvements in this category include pedestrian and bike infrastructure and projects that reduce vehicle congestion.



SFMTA

Examples of projects in this category include the Muni Metro Modernization Program and M Oceanview and J Church Accessible Platforms.

The CIP includes \$286 million in investments to improve street safety. Among the 45 projects focused on street safety improvements are the Citywide Intersection Daylighting Project and the Central Embarcadero Enhancement Project.

An investment of \$8.6 million goes to improving safety and security. Projects in this category include Security Hardening for SFMTA Facilities & Yards and bus stop lighting improvements.

Mr. Jaques concluded his presentation by noting the SFMTA's need for additional capital funding to make critical investments, maintain the state of good repair of assets and reduce operating costs.

Ms. Brown asked whether the wayfinding project relied on MTC signage requirements and Mr. Jaques confirmed that it did.



SFMTA

Mr. Kielbus expressed concern that the agency relies too much on Federal funding and should focus more on state and regional sources. Mr. Jaques noted that the Federal funds are formula funds that are more reliable than federal grant funds.

Mr. Dubinsky inquired about the revenue SFMTA receives from bus wrap advertising, noting that the wraps obstruct visibility for bus passengers. Mr. Jaques said that ad revenue supports Muni operations.

Mr. Fischer remarked that safety and security are focus areas for the MAAC committee and requested more information about the projects in this category.

Mr. Kielbus shared that other transit agencies do not cover bus windows with advertising and suggested using car cards to advertise on the interior of vehicles instead of wrapping them.



Mr. Rosen asked what percentage of the operating budget comes from advertising revenue. Mr. Jaques said he would inquire about the numbers and report back.

B) All Stations Accessibility Program (ASAP) Grant
Virginia Rathke (virginia.rathke@sfmta.com)

Ms. Rathke shared with the group that SFMTA has submitted a grant application to the FTA All Stations Accessibility Program to construct 2 pairs of accessible platforms on the N Judah line.

8) Other Business

9) Adjourn

The meeting adjourned at 2:17pm. Ms. Brown made the motion to adjourn, and Mr. Rice seconded. **Motion carried.**



SFMTA