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# SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY MULTIMODAL ACCESSIBILITY ADVISORY COMMITTEE

## MINUTES OF REGULAR MEETING

Thursday, March 19, 2026

1:00 PM – 3:00 PM

In person: 1 S. Van Ness Ave Rm 3075

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 1:07 pm

### 2) Attendance

See roll call.

### 3) Announcements from Members and Staff

Per the agenda, Green Cab has added a wheelchair accessible vehicle to their fleet. Information was included in the agenda packet.

### 4) Acceptance of the Agenda

A motion to approve the agenda was made and seconded. **Motion carried.**

### 5) Acceptance of Minutes from Previous Meeting

A motion to approve the minutes with amendments was made and seconded. **Motion carried.**



6) Public Comment

None.

7) Business of the Afternoon:

A) SFMTA Equity Strategy

Jessica Garcia, Service Planning Manager

([Jessica.Garcia@sfmta.com](mailto:Jessica.Garcia@sfmta.com))

Ms. Garcia discussed the biennial update of the SFMTA Equity Strategy, which aims to identify and address high priority transit needs in Equity Priority neighborhoods that rely heavily on Muni service. Equity Priority neighborhoods are areas with high concentrations of underserved populations, including low-income households, people of color, seniors, and people with disabilities.

The current Equity Strategy update focuses on service issues such as acute crowding. Ms. Garcia noted that approaches to address crowding must be cost neutral. Despite financial constraints, measures to reduce crowding were implemented, including adding additional peak hour trips on bus lines including the 29 Sunset, initiating a transit priority project to streamline stops and



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improve boarding areas, introducing route changes to improve reliability (e.g. 48 Quintara/24<sup>th</sup> through Twin Peaks/West Portal), added new stops in Union Square, and constructing new boarding islands (M line).

Ms. Garcia stated that the equity routes could be evaluated in comparison to non-equity routes using metrics including service delivery, crowding, and reliability.

- 1) service delivery: 98% of scheduled trips are delivered on equity and non-equity routes.
- 2) Crowding – comparing lines that have overcrowding (passenger capacity of a coach is exceeded at 5% of stops, equity routes perform better or the same as non-equity routes.
- 3) Reliability –headway adherence (% of evenly spaced arrivals) - equity comparable but better for grid

Ms. Garci noted that travel time and access analyses are performed in each neighborhood to determine ease of access to essential activities such as jobs, shopping, and medical appointments. The updated strategy document will be vetted by the Equity Strategy Working Group and will be brought to the MTA



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Board later this Spring. Recommendations put forward by the Strategy will be accounted for in the next 2-year budget cycle.

Ms. Brown said she lives in the Hillary in the Western Addition and that 38/38R lines get so crowded that there is no room for passengers with wheelchairs to get on.

Ms. Garcia said that SFMTA has heard this feedback and that the agency is analyzing where crowding is worse on the Geary lines and will adjust the headways accordingly. We are looking to find the worst points at the 15 min increment and work to adjust accordingly. Good to hear feedback.

Mr. Klock expressed a concern about how information about upcoming stops is conveyed to people who are deaf or hearing impaired. If an operator skipped a stop, how would people with hearing impairments get the information?



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Ms. Garcia said she would follow up with Accessible Services.

[Note: contact Matt West for information about stop announcements ([Matt.west@sfmta.com](mailto:Matt.west@sfmta.com)).

Mr. Glock stated that SFMTA should bring back the 76 Marin Headlands line for the benefit of tourists.

Mr. Fischer also expressed support for bringing back the 76 bus. He inquired about whether the 38 lines should have shorter runs to avoid wheelchair pass-ups. Mr. Fischer stated that bus stop seating is an equity issue because some people need to sit while waiting for the bus, and if no seating is available, they may need to use paratransit.

Ms. Garcia noted that the Shelter Program has a limited variety of shelter designs and that if none of the available shelter types fit in a bus stop there are no good options. She noted that there is a pilot program to install benches at some locations. Those interested in more information about shelter and bench placement should contact Matt West ([matt.west@sfmta.com](mailto:matt.west@sfmta.com)).



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## B). SFMTA Budget for FY27 & FY28

Katie Angotti, State & Federal Government Affairs Manager  
([Kathryn.Angotti@sfmta.com](mailto:Kathryn.Angotti@sfmta.com))

Ms. Angotti opened her presentation by noting the importance of Muni to the San Francisco economy. Muni carries over 500,000 passengers per week and provides 50% of the transportation service delivered in the 9-county Bay Area.

According to Ms. Angotti, in many other countries the national government funds public transit. In the US, many states fund their transit systems. In California, transit is largely funded by local jurisdictions. She pointed out that 16% of agency revenue has been federal pandemic relief funds which will run out this summer.

Strategies to address the budget deficit have been developed by the Muni Funding Working Group. Early efforts included internal efforts such as improved accountability and fiscal management,



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improved parking program efficiencies and making investments in reliability that pay for themselves.

In addition, 2 revenue measures will be on the November ballot. One is a regional revenue measure called Connect Bay Area that would allow San Francisco to pursue a 1 cent sales tax increase that would raise about \$155M a year for Muni. A local revenue measure would implement a parcel tax increase that would raise about \$160M annually to reduce the deficit and make marginal service improvements.

If one or both revenue measures fail, impacts will include cutting up to 20 transit routes, a significant increase in wait times, ending regular transit service at 9 pm, and cutting service for historic vehicles in 2027.

Mr. Klock inquired about whether cuts to executive pay had been considered, noting that front line workers should not be harmed. Ms. Angotti said that, while she is not part of conversations about cost reductions, the agency is in a dire situation.



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Ms. Brown asked if the regional measure would fund BART and Ms. Angotti responded that it would.

Mr. Kielbus recalled that SFMTA was in a similar budget situation 15 years ago, resulting in layoffs and service cuts that resulted in overcrowding and were reversed by MTAB. Ms. Angotti noted that she was not with SFMTA at that time, but that the MTA Board would consider a variety of options to address the deficit.

C) EV Curbside Charging Permit Pilot Program  
Elena Baranoff, Principal Administrative Analyst  
([Elena.Baranoff@sfmta.com](mailto:Elena.Baranoff@sfmta.com))

Ms. Baranoff provided a brief overview of the [EV curbside charging pilot program](#).

Mr. Kielbus noted that different EV manufacturers have their own charging equipment and wondered how this would be addressed. He inquired about charging for electric



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wheelchairs and asked whether installing charging stations would require tree removal.

Ms. Baranoff stated that tree removal would not be necessary and that she did not know which companies would be involved in the pilot or what equipment they would use. The stations will include level two charging, not fast charging.

Regarding wheelchair charging, according to the Office on Disability and Accessibility, diverse types of electric wheelchairs have different charging needs and that vendors should seek standardization to make charging at public facilities easier.

Mr. Medina noted that European car models have the charging port on the left side of the vehicle, requiring a longer cord that could create a tripping hazard.

Ms. Baranoff responded that maintaining a clear path of travel around the chargers is a high priority and a major consideration in determining placement of charging stations. She noted that some charging stations require users to bring their own chord.

Ms. Blaustein asked if the charging units would be bolted down to prevent theft, and about graffiti prevention. Ms.



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Baranoff said that, while she is not involved in the design, the charging units seem secure and that TAMS investigators would make sure the units are safe and operating properly.

Mr. Dubinski noted that most EV manufacturers provide adapters that would make the chargers work for a variety of users. He further noted that wheelchairs using smaller 120V batteries could be charged at 120v outlets attached to telephone or other poles on the sidewalk. Charging wheelchairs with larger batteries at a public facility would be more problematic, but he agrees that wheelchair charging would be beneficial.

Ms. Pulliam asked if a non-EV vehicle parked at a charging station would get a ticket, and Ms. Baranoff responded that any vehicle that is not actively charging could be ticketed.

Ms. Pulliam asked how the locations for charging stations were identified. Ms. Baranoff explained that ArcGIS analysis was performed that considered factors such as sidewalk width, bike lanes, and curb color/parking designation. She explained that SFMTA would be the lead agency for EV charging and would try to streamline the permitting process.



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Mr. Dubinsky pointed out that Tesla would offer wireless charging beginning in 2027 and asked if this option would be considered.

Mr. Kielbus asked who would set rates for using the chargers. Ms. Baranoff stated that the vendors would set rates and that SFMTA would not regulate rates but will ensure that rates charged by different vendors are comparable.

8) Other Business

9) Adjourn

The meeting adjourned at 2:56pm. Mr. Glock made the motion to adjourn, and Ms. Brown seconded. **Motion carried.**



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