



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, June 13, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Sheehy and Tang (7)

Absent at Roll Call: Commissioners Farrell (entered during Item 2), Cohen, Safai and Yee (entered during Item 10) (4)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee, reported that on Item 5, the CAC asked for clarification regarding the Transbay Transit Center allocation and why it was not included as part of the original project scope. He said staff from the Transbay Joint Powers Authority replied that the requested items had been removed from the original scope to focus on the transit-oriented elements of the project but that they always intended to add them to a later scope.

Regarding Item 6, Mr. Waddling said the CAC asked for more detail regarding the projects in the Transportation Fund for Clean Air program, particularly regarding paratransit and the addition of clean air vehicles. He added that the CAC hoped the new shuttles would be clean air vehicles. Regarding Item 7, Mr. Waddling said the CAC was satisfied that the Geary Bus Rapid Transit (BRT) modification was a minor change and would not adversely impact the project. He said the District 1 CAC member was briefed on the item and felt comfortable with it, however several members of the CAC reiterated the long-standing community desire for it to be a light-rail instead of a BRT system. Mr. Waddling added that given the cost associated with a BRT system, most of the CAC members understood the difficulty in achieving a [more costly] light-rail system in the near term.

There was no public comment.

3. Approve the Minutes of the May 23, 2017 Meeting – ACTION

There was no public comment.

Commissioner Farrell moved to approve the minutes, seconded by Commissioner Tang.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy and Tang (8)

Absent: Commissioners Cohen, Safai and Yee (3)

Chair Peskin called Item 4 after Item 10

4. Adopt Positions on State Legislation – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, and Michelle Beaulieu, Senior Transportation Planner, presented the item.

There was no public comment.

Commissioner Kim moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy and Yee (9)

Absent: Commissioners Safai and Tang (2)

5. Allocate \$55,989,751 in Prop K Funds for Ten Requests and \$2,052,000 in Prop AA Funds for One Request, with Conditions, and Appropriate \$75,000 in Prop K Funds for One Request – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff presentation.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen and Yee (8)

Absent: Commissioners Safai, Sheehy and Tang (3)

6. Approve the Fiscal Year 2017/18 Transportation Fund for Clean Air Program of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff presentation.

Commissioner Fewer asked regarding the Emergency Ride Home project whether people could use transportation network companies (TNC) for that. Mr. Pickford replied that was currently the case.

Commissioner Fewer commented that as the city learned more about the impacts of TNCs, it may want to modify that policy since it involved city funds. She asked regarding the bike share expansion project if there was a list of station locations for District 1. Mr. Pickford replied it was his understanding that the station locations were still an active discussion and that public workshops were recently held where residents could suggest locations, but that previously the locations had been distributed based on a grid to ensure an even distribution. He added that people could submit suggestions for locations through the website suggest.bayareabikeshare.com. Commissioner Fewer asked if there was data on what the responses for District 1 had been so far, and whether the public workshops offered interpretation into Chinese and Russian. Mr. Pickford replied that he could follow up regarding the data. He clarified that the workshops were being held by the bike share operator, Motivate.

Commissioner Fewer commented that staff should coordinate with Motivate to ensure that there was diversity in the age groups being targeted, as the largest population of District 1 residents was seniors. She added that she considered proper outreach to include language accessibility and diversity of age groups participating. Mr. Pickford commented that he would follow up with

Motivate and the San Francisco Municipal Transportation Agency (SFMTA).

Chair Peskin asked if a condition could be added to the Emergency Ride Home project to require that the funds only be used for taxis within San Francisco or other non-TNC vehicles. Mr. Pickford replied that the Emergency Ride Home program was managed by San Francisco Environment and that they currently did not have a policy regarding TNCs. Anna LaForte, Deputy Director for Policy and Programming, requested that staff should confirm with the Bay Area Air Quality Management District if it was possible to restrict the usage to not include TNCs, and pending that confirmation a condition could be added. She suggested that the item as whole could be continued to the following meeting.

There was no public comment.

Commissioner Fewer moved to continue the item to June 27 Board meeting, seconded by Commissioner Yee. The item was continued without objection.

7. Relocate the Geary Corridor Bus Rapid Transit Westbound Bus Lane Transition One Block West and Update the Locally Preferred Alternative – ACTION

Colin Dentel-Post, Senior Transportation Planner, presented the item.

Commissioner Fewer thanked staff for the flexibility in accommodating the change, as the constituents at the Russian Orthodox Church were not content with the original plan. She asked if there was a timeline for Phase 2 of the project. Mr. Dentel-Post replied that staff could follow up with a more accurate timeline, but essentially the design of Phase 2 would be getting underway later in the year. He added that it would take a couple years for Phase 1 to be constructed, followed by a couple years for Phase 2.

Commissioner Fewer asked for an update on funding for Phase 2, and said she understood there was a deficit of approximately \$90 million. Mr. Dentel-Post replied that there were a couple different pieces to the funding picture. He said the SFMTA was currently working with Federal Transit Administration on a \$100 million Small Starts grant, and that the project ranked well for the grant compared to similar projects across the country. He said there was also a \$90 million funding gap for which staff was considering several additional sources of funding which needed to be narrowed down, but it could include a future ballot measure.

During public comment, Vitali Troyan stated that he was the Treasurer for the Holy Virgin Community Church. He thanked staff for accommodating the proposed change and said the Church had two major concerns with the project. He said the first was regarding safety, but that this change to the design addressed that and therefore they supported the change. He said the second concern was about traffic and the impact on church attendance of eliminating 20 parking spaces. He said that he had asked Director of Transportation Reiskin to see SFMTA could accelerate efforts to make parking available in the near term, as San Francisco Public Works would also be replacing sewer lines on multiple sides of the church over the next several years, making the parking situation even more difficult.

Winston Parsons commented that he was a former Geary BRT CAC member and that he believed the project change responded to community concerns while retaining the pedestrian, transit and environmental benefits of project. He noted that the CAC had unanimously approved the project change.

Rachel Hydan commented that she was the Executive Director of the San Francisco Transit Riders which supported the modified Environmental Impact Report and urged the Board's approval of

the project modification. She said it addressed community concerns but still met the goals of improving reliability and safety in the area. She said the Transit Riders were eager to see the first phase of the project delivered, in particular the transit-only lane extension to Stanyan Street. She said she rode the 38 and 38-R for two years and recalled how effective the red transit-only lanes were when they were first introduced, and that they would be a cost-effective and proven treatment for the 50,000 riders along Geary Boulevard each day.

Commissioner Fewer moved to approve the item, seconded by Commissioner Kim.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen and Yee (7)

Absent: Commissioners Farrell, Safai, Sheehy and Tang (4)

Chair Peskin called Item 8 after Item 3

8. Adopt the Proposed Fiscal Year 2017/18 Budget and Work Program – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Farrell.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Sheehy and Tang (8)

Absent: Commissioners Cohen, Safai and Yee (3)

9. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,409,230 – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item.

There was no public comment.

Commissioner Kim moved to approve the item, seconded by Commissioner Cohen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin and Ronen (6)

Absent: Commissioners Farrell, Safai, Sheehy, Tang and Yee (5)

Chair Peskin called Item 10 after Item 8

10. Update on Emerging Mobility Services and Technologies, Including Transportation Network Companies – INFORMATION

Jeff Hobson, Deputy Director for Planning, and Joe Castiglione, Deputy Director for Technology, Data & Analysis, presented the item per the staff presentations.

Commissioner Cohen ask what qualified a community to be a community of concern. Mr. Castiglione replied that there were several criteria used to define the communities, including race, ethnicity, income and age.

Commissioner Cohen asked what the map in the presentation indicated about the communities of concern. Mr. Castiglione replied that the data showed a mixed story. He said that one of the maps suggested that some communities of concern were better served due to TNCs, while

another map showed that there was low utilization in other areas of the city. He said he hoped future research would allow a better understanding of whether these maps showed that drivers were purposefully not serving certain areas of the city leading to high wait times for users, or whether there was just a lack of demand, potentially due to demographics such as age and income.

Commissioner Cohen commented that the low utilization also could be the result of high car ownership in those areas of the city where people rely on personal vehicles due to challenges with access to public transportation. She asked if the data was cross-referenced with another database such as the California Department of Motor Vehicles to see if there was a correlation between the number of registered vehicles versus the demand for TNCs. Mr. Castiglione replied that it was not included in this phase of the research but was something that would be included in future research. He added that there were detailed geographic-level estimates on vehicle ownership from the census.

Commissioner Farrell noted the extensive lack of cooperation from the TNC companies regarding the data and asked if this had been an ongoing challenge. Mr. Castiglione stated that the lack of cooperation was challenging. He continued by noting that the goal was to not conduct the research with an agenda, but instead to remain objective and neutral. He said it should be stated that TNCs did provide a benefit and increased mobility for certain areas of the city and at certain times of day, but that it was impossible to provide any kind of analysis or guidance to the Board in the complete absence of data. He noted that TNCs were relatively new but expanded very quickly, which was a motivating factor for conducting the research. He said while the city sought cooperation and participation from the TNC companies in the study, it was not successful which necessitated the atypical data collection and methodology for the report.

Commissioner Farrell commented that the Board should support the Transportation Authority and other agencies obtaining more information on the impact of TNCs. He said there were a few aspects that should be incorporated in future research and ongoing discussions, the first of which was safety. He said it appeared that many TNC drivers operating in San Francisco traveled from far away to work for the weekend and he was concerned about passenger safety if drivers were sleep deprived or overworked, according to the California Vehicle Code. He said while the TNC companies had the ability to regulate that through the application it appeared they were not, and wanted to know what the California Public Utilities Commission (CPUC) was doing about it. He said the second aspect was congestion, which appeared to be the worst it had ever been in San Francisco and was felt by everyone. He said the last aspect was equity in that he was alarmed by the reported business practices of the TNC companies. He noted that a survey of Uber drivers showed that 57% had bought, leased or made substantial investments to their vehicles specifically to drive for Uber, but only 23% said that working for Uber was a stable source of income. He said it was suggested that minority and immigrant communities were being targeted as drivers and that the lending practices of TNC companies could affect communities. Mr. Castiglione replied that the scope of work for the research was developed collaboratively with the SFMTA and that they would be looking at the safety issue. He said in terms of congestion, while each additional vehicle on the road added to congestion and travel delay, there were other aspects to be considered such as the tremendous population and employment growth. He said that the next phase of research would seek to quantify the contribution of each of these factors on congestion and travel delay. Commissioner Farrell commented that he supported that approach.

Commissioner Tang commented that she supported Commissioner Farrell's remarks and suggested that in a future phase staff look into other companies that used vehicles for delivery of services such as meals or groceries. She said it seemed that they were possibly contributing to

congestion as much if not more than TNCs.

Commissioner Cohen commented that the Transportation Authority should explore becoming a party to the CPUC rulemaking process on applying existing transit regulations to TNCs and the emerging mobility services and technologies. She said currently the city did not have any input on how these automated transit services impacted the city's streets and therefore the city should prepare and submit comments to the CPUC to elevate its concerns regarding the various impacts and unintended consequences. Mr. Hobson replied that staff anticipated the request and was already in the process of becoming a party to the rulemaking, and therefore the Board should expect an update on this at an upcoming meeting.

Commissioner Safai commented that with some data now available hopefully the TNC companies would want to cooperate and share information, otherwise the City Attorney's Office was currently pursuing the legal route to require that the data be shared. He noted that in New York City data had been extensively shared which showed that TNCs were attracting riders from public transit and taxis, and asked that future research look into that for San Francisco. He said that according to the report, District 11 had the lowest access to TNCs but noted the large monolingual and immigrant communities as well as elderly population, and so he wanted to see how the data connected to the usage by those demographics. He said that many District 11 constituents, especially those no longer able to drive, expressed support for the TNC companies due to the ease of access and quickness and reliability of the service. He asked if the Transportation Authority could provide a recommendation for the appropriate number of TNCs operating at a given time relative to congestion and demand, similar to the number of taxi medallions given out. He noted that if there were 45,000 TNCs registered in San Francisco, there could be approximately 5-7,000 operating at any given time.

Commissioner Kim said there was a bill moving through the state legislature, Senate Bill 182, that would prohibit municipalities from requiring business licenses. She said it was important that the city continue to advocate against the bill as it was appropriate for municipalities to require drivers to obtain business licenses if they were operating there, and especially if they were operating in multiple municipalities. She said her office had begun exploring a fee that could be applied per ride, which could become a tiered fee and highest during peak hours or depending on the geography of the pickup or drop-off location, such as the downtown core where there was a high level of public transit services. She acknowledged the complications given state law and the CPUC's jurisdiction over the TNC industry but that it was worth exploring. She added that Massachusetts had recently passed a 20-cent per ride fee. Commissioner Kim said her office was also exploring a fine for drivers that did not operate with a business license within the city's jurisdiction, and noted that most of the TNC ridership was within District 3. She said there was a role for TNCs in the transportation network as they filled a gap that was not addressed by taxis, as evidenced by the often extensive wait times for taxis or at night when public transit was less frequent. She said however that TNCs had become oversaturated and were most often used during peak hours when public transit was the most frequent and available. She added that the data showed a significant decrease in usage of the BART extension to the San Francisco International airport, so the city needed to ensure that all of the transportation options were kept at optimal levels to be most effective. Mr. Castiglione replied that the planned future phases of the research would hopefully provide the Board with the information it needed to make more informed policy decisions.

Commissioner Ronen commented that the data reflected what people were experiencing throughout the city and agreed that TNCs were useful in filling a gap in the transportation network.

She said however it was ironic that in a transit first city the TNC industry relied upon single occupancy vehicles roaming the streets and adding to congestion. She said hopefully the state delegation would enable the city to have greater regulation over the industry in order to ensure that it complemented the public transportation systems. She said she was interested in the fee per ride and how that could infuse additional funds into the city's public transportation systems and congestion management work, but that that the fee should fall on the companies and not the drivers. She noted that she recently spoke with a driver for Lyft who was barely making minimum wage when costs were factored in and that there was a culture of not tipping the drivers. She said while the TNC industry would eventually phase out the workforce in favor of autonomous vehicles, in the interim the 'TNC companies' treatment of their drivers was concerning. Mr. Castiglione replied that the context was really important, as there were places and times of day where people benefited from improved mobility options from TNCs, but that it was not uniform and at times the extra vehicles on the streets created a cost for many more people. He said regarding prioritization, the information would not only lead to policy choices but also investment decisions, as certain investments such as the BART extensions to the airports were being under-utilized and therefore less cost-effective. He said regarding automation, if the city was unable to manage the issues surrounding TNCs it would be even more challenging for it to manage the future issues surrounding autonomous vehicles.

Commissioner Fewer commented that the data represented a conservative estimate and cautioned analyzing the data only in terms of impacts on the transportation network, as it should also incorporate the social costs surrounding the type of enterprise and unregulated business. She said the city needed to look at the employment practices, congestion costs, the impact on Vision Zero goals and emergency response times, as well as the wear and tear on the city's streets. She noted that the city spent millions repaving the streets while the companies were making a profit on them. She said the District Attorney's Office could also provide information on what people were filing regarding the TNC companies and their experiences dealing with them. She questioned the accessibility of the service for immigrant communities as it appeared it was only accessible in English. She said she was reluctant to require fees on the drivers themselves, as they could also be victims of the unregulated market. She said in order to develop recommendations, the approach needed to be all encompassing including how it was affecting the city's public transportation system which was currently undergoing significant investment. Mr. Castiglione replied that future research would seek to address a broad range of questions including issues of equity, and that if the Board had additional questions about the content of the report or had additional questions that should be addressed, staff would work with them on that.

Chair Peskin commented that the data provided a good starting point and hopefully would allow the state legislature to push for regulatory reforms that provided the city with the ability to control the public streets and act in the public interest.

There was no public comment.

Tilly Chang, Executive Director, thanked the Board for the input and guidance, and said the issues and suggestions mentioned would be addressed in future research. She said this was just the beginning of the work and that while it represented only a partial view of TNC activity, hopefully the TNC companies or other research partners would help fill in the gaps in the data, such as regional trip making and trips inside and outside the city. She said it would also be helpful to gather information about ride occupancy, as in whether most trips were by a single occupancy or several people.

11. Update on the Kearny Street Multimodal Implementation Plan [NTIP Planning] – INFORMATION

Sean Kennedy, Transit Planning Manager at the San Francisco Municipal Transportation Agency, presented the item.

There was no public comment.

Other Items

12. Introduction of New Items – INFORMATION

Chair Peskin stated that the city's Transportation 2045 Task Force held its first meeting the week prior, and that stakeholders from across the city and region provided input on San Francisco's needs, both geographically and across trip modes. He said one of the issues that was specifically requested by the Task Force to be studied was the impact by TNCs on local transportation infrastructure. He said the New York Times had a recent article on the New York City Metropolitan Transportation Authority's report linking the tripling of TNCs in the city to the historic decline in subway ridership. Chair Peskin requested that the TNC report presented during Item 10 be included in the materials and discussion at the Task Force as it determined how to prioritize transportation infrastructure investments and geographic equity and access, particularly in underserved neighborhoods. He also requested that Transportation Authority and SFMTA staff conduct an analysis and breakout of the mode split, and examine the impact on the city's current transit infrastructure ridership. He said the city was already aware that Uber and Lyft had requested data from the city on Muni routes that were the busiest with the intent of running parallel privatized transit lanes not subject to regulation or oversight. He said in looking at the TNC heat map included in the presentation for Item 10, the ridership was happening along all of the city's major transit lines, from downtown to out in the Richmond district. He said the fact that the highest trip levels were in the densest and most transit-rich neighborhoods in the city such as District 6 was especially concerning.

There was no public comment.

13. Public Comment

During public comment, Andrew Yip spoke about the origin of wisdom.

Christine Hansen commented that she was a student at the City College of San Francisco and a long-time resident of the Excelsior neighborhood. She urged the Board to reject the Nelson/Nygaard Transportation Demand Management (TDM) report for the Balboa Reservoir area. She said that TDM was being used as a planning tool but would exert a disastrous and permanent effect on the ability of working students and City College staff to access the Ocean Campus. She said it was the only campus close to a freeway and therefore it provided access to working students, the importance of which was not reflected in the report. She said TDM instead equated car use with parking access, but that the data used by the city to reflect parking use at the campus was collected during the last week of class which was historically quiet, while other data showed a different picture. She added that the report included no parking data for evening classes. She said that students had taken a random sampling of 100 parking lot users and found that 62 of the respondents had 30 minutes or less to commute between work and school. She requested that the Board halt TDM and start over with more accurate data to consider the effect on working students to access an affordable education.

14. Adjournment

The meeting was adjourned at 11:48 a.m.