



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, January 23, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:13 a.m.

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

Absent at Roll Call: Commissioners Breed (entered during Item 2), Cohen, Farrell and Sheehy (4)

Commissioner Tang moved to excuse Commissioners Cohen and Farrell, seconded by Commissioner Ronen. Commissioners Cohen and Farrell were excused without objection.

2. Chair's Report – INFORMATION

Chair Peskin reported that the year started off with some good news with the arrival of the first 10 new BART vehicles, which with the help of the Board would grow to a fleet of over 1,000. He said BART's current vehicles were the original set that were put into service over 40 years ago. He said that the new cars were spacious, quieter and easier to use than the older ones and that they featured three sets of doors for faster loading and unloading, as well as real time maps and announcements for easy navigation. He said BART's plan was to replace all 700 of BART's current fleet in the next few years, and with the help of voter support for the proposed Regional Measure 3 bridge tolls would add 300 more cars to handle expected growth.

He acknowledged the good work of BART Board Director Bevan Dufty and Commissioner Ronen, who drew attention to the deplorable conditions at the 16th Street BART Plaza through their regular clean-ups. He said it had been helpful for BART administration and the city to understand the challenges above ground as much as below.

He said Transportation Authority staff would discuss the culmination of almost 8 months of work assessing a transportation expenditure plan to keep the city running and able to grow over the next 27 years, along with recommendations for how to fund the critical \$100 million it would take annually to meet the local contribution to the \$22 billion overall need. He said the San Francisco Transportation Task Force 2045, which was convened last year by Mayor Lee and himself, had finally concluded its work and he thanked the more than 60 neighborhood leaders, transportation advocates and business and tourism representatives who had come together to debate the roadmap to close the gaping hole in the city's transportation infrastructure and operations budget. He said it was not an easy task and the Task Force was not always in agreement, but the need had never been greater, and it was critical that the Board take that responsibility seriously. He said this was not a glamorous headline-grabbing endeavor, but the city was three years into an expenditure plan. He said the money was also needed for today, for the maintenance of failing infrastructure and escalating operations costs, and that each district had a neighborhood-

level project that could not rely on regional and federal grants to fund. He said that a downtown Caltrain extension and the Free Muni programs could not be supported without that funding.

He thanked co-chairs Sunny Angulo from his office and Andres Power of the Mayor's office, for chairing and Peg Stevenson of the Controller's office for her facilitation and prep work. He said the group considered the \$22 billion in transportation needs and provided thoughtful input on what the top transportation priorities should be as well as how they would be paid for. He said Transportation Authority staff would present the Task Force work later that morning and interested members of the public could visit www.transportation2045.org to see all the Task Force materials and final report.

Chair Peskin said that at a time when the city's economic growth had been so robust, the city needed to coalesce around a fair basis for contributing to the transportation system's upkeep, safety and long-term capacity and resiliency. He was confident and hopeful that, with the help of the Board and the Task Force's input, the city would find the right funding strategy to invest in its transportation infrastructure and do its part with partners at the state level to ensure safe, affordable and equitable transportation options for all.

Given the succession of revenue measures that had come in since he first introduced the top recommendation of a commercial gross receipts tax for transportation in December, Chair Peskin reported that he was reconsidering placing his measure on the June ballot but would ask for the Board's support in November. He said in the meantime, the city could bring its overall \$100 million price tag [for a proposed local contribution] down with the Board's support for a new Transportation Sustainability Fee, which he planned on introducing at the Board of Supervisors. He looked forward to the Board's support on getting the job done for all constituents – present and future.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, said she would forego the Executive Director's Report and instead be presenting the Annual Report later on the agenda.

There was no public comment.

Consent Agenda

- 4. Approve the Minutes of January 9, 2018 Meeting – ACTION**
- 5. [Final Approval] Allocation of \$110,000 in Prop K Funds for One Request, with Conditions, and Appropriation of \$180,000 in Prop K Funds for One Request – ACTION**
- 6. [Final Approval] Approve San Francisco's Project Priorities for the Local Partnership Program Competitive Grant Program – ACTION**
- 7. [Final Approval] Adopt the Balboa Area Transportation Demand Management Framework [NTIP Planning] Final Report – ACTION**

There was no public comment.

Commissioner Tang moved to approve the Consent Agenda, seconded by Commissioner Safai.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

Absent: Commissioners Cohen, Farrell and Sheehy (3)

End of Consent Agenda

8. [Final Approval on First Appearance] Approve revisions to the Fiscal Year 2017/18 Transportation Fund for Clean Air Program of Projects – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

Absent: Commissioners Cohen, Farrell and Sheehy (3)

Chair Peskin called items 9 and 10 together.

9. Presentation of the San Francisco Transportation Task Force 2045 Final Report – INFORMATION

10. Presentation on the Voter Survey Prepared for the San Francisco Transportation Task Force 2045 – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented Item 9 per the staff memorandum.

David Metz, President at Fairbank, Maslin, Maullin, Metz & Associates, presented Item 10.

Chair Peskin asked if the messaging around establishing a 2% business tax on revenues from service intermediary companies had the greatest possibility of passing.

Mr. Metz replied that of the four tested measures, that one had the best prospects and was within the margin of error of the two-thirds threshold.

Chair Peskin asked for clarification that congestion pricing was not seen as a source of revenue generation, but rather a source of behavioral modification.

Ms. Beaulieu replied in the affirmative and said that typically it was part of a policy package where the money that was generated would then be used to fund transportation improvements in the same geographic area where there was congestion pricing, focused on providing more robust alternatives to driving single occupancy vehicles.

Tilly Chang, Executive Director, said that the Transportation Authority had seen examples where congestion pricing was revenue neutral and used as a demand management tool that could be attached to various transit and/or policy investments.

Chair Peskin said he thought it was important to make that clarification for the public and members of the body.

During public comment, Bob Allen of Urban Habitat stated that his interpretation of what got the most support were the two more progressive measures, business taxes on “the gig economy” and a tax on commercial rents for large properties. He said given what was going on in Washington D.C. with federal tax policy and locally in San Francisco with tax holidays, this was the time to seize for a progressive measure. He hoped to see more regulatory authority to deal with the

problems of Transportation Network Companies (TNCs), which in addition to raising revenue, would help the city regain control of the streets. He also said the city should look at a full cost recovery program for private events in the city. Mr. Allen expressed appreciation for the Task Force process.

Janice Lee, Advocacy Director of the San Francisco Bicycle Coalition, thanked staff for their work with the Transportation Task Force committee and Chair Peskin for his attentiveness towards the task force throughout the process. She said was a little disappointed to not see more input from other commissioners and moving forward felt it was critical to have more involvement from all elected and city agencies in the process. She said she understood that the city was dealing with other issues, like the housing crisis and homelessness crisis and that there were ways the city was coming together to fund those needs. She felt it was clear that the city needed to identify progressive measures to fund transportation needs and was glad to see that reflected in the final report. She thanked Chair Peskin for looking into transportation sustainability fee increases and mentioned how they could support programs like free Muni for youth.

11. Update on the Transportation Network Companies (TNCs) Regulatory Landscape: An Overview of Current TNC Regulation in California and Across the Country – INFORMATION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Peskin stated that the California Public Utilities Commission (PUC) considered gross revenue taxes to be highly classified information and would not disclose how much revenue they had and how they were spending it. He said the fact that the public information was not available to local governments, the public, and people of the state of California was mind boggling. He said that whether through Transportation Authority Board or Board of Supervisors litigation against the California PUC should be initiated given Sunshine policy.

Commissioner Ronen seconded Chair Peskin's statement.

Commissioner Fewer noted the impact TNCs had on the San Francisco Police Department. She said the department recorded 2,656 transit violation in the South of Market, Financial District, and Mission neighborhoods of which 1,723 violations were made by TNC drivers, approximately 65%. She said any way the city can recover some revenue from TNCs is imperative to keep up with the wear and tear on the streets, congestion, and additional work for the city's police department.

Chair Peskin stated that TNCs needed to start paying their fair for the congestion they are causing and inequities happening in public transportation.

There was no public comment.

12. Adopt the 2017 Annual Report – ACTION

Tilly Chang, Executive Director, presented the Annual Report.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

Absent: Commissioners Cohen, Farrell and Sheehy (3)

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 11:19 a.m.