



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 8, 2018

### 1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

**Present at Roll Call:** Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Stefani (7)

**Absent at Roll Call:** Commissioners Tang (entered during Item 4), Yee (entered during Item 4), Cohen (entered during Item 5) and Sheehy (entered during Item 5) (4)

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended adopting a motion of support for lifeline transportation programs and said there was interest in knowing if the 30-minute headways on the overnight bus routes could or should be shortened. He said San Francisco Municipal Transportation Agency (SFMTA) staff mentioned that the frequency of service on some routes was dependent on funding. He said the CAC observed that the bus routes predominantly traveled in east-west directions and that north-south bus routes were lacking. Mr. Larson said that the coordination of connections between overnight bus routes could be difficult within the 30-minute windows and could potentially significantly lengthen commutes for overnight riders. The CAC recommended approval for the allocation of Prop K and Prop AA funds as presented, but CAC Members had several questions about the two Transportation Demand Management requests related to business relocation and branding. He said CAC members were interested in understanding how the program would be sold to relocated businesses and how it would be evaluated. He said the CAC felt more comfortable after learning that the release of implementation funds was conditioned on the development of an evaluation methodology during the initial planning and research phase. Mr. Larson stated that the CAC was strongly supportive of the vision zero ramp intersection study and remained committed to seeing vision zero as a priority in San Francisco, given the density in the city and the growing transportation modes and conflicts on the city's roads.

Mr. Larson said District 8 CAC member, Peter Tannen, said he had traveled across the country by bicycle and the condition at the freeway ramp intersection south of Market Street was one of the scariest he had encountered anywhere. Mr. Larson said the Emerging Mobility Services and Technologies (EMST) Report generated a great deal of discussion and members reiterated their displeasure about the lack of data-sharing by ride hailing companies and the California Public Utilities Commission. He said the CAC asked about the ability of the San Francisco Public Utilities Commission to pursue local permit or impact fees and raised questions about the sudden proliferation of scooters on the city's vision zero goals. He said the main thrust of the conversation reinforced concerns about equities about newer modes like bike share and noted that

were only eight bike share docks in the entire Excelsior. Mr. Larson said District 10 representative, Chris Waddling, noted that only eight Jump bikes were available in that area of the city, even though the permit required 20% of the bicycles to be in communities of concern. He said Mr. Waddling inquired about the issue but had not received a response. Mr. Larson said the CAC looked forward to monitoring the outcomes and the recommendations in the EMST report.

There was no public comment.

**3. Approve the Minutes of the April 24, 2018 Meeting – ACTION**

There was no public comment.

Commissioner Stefani moved to approve the minutes, seconded by Commissioner Kim.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Stefani (7)

Absent: Commissioners Cohen, Sheehy, Tang and Yee (4)

**4. State and Federal Legislation Update – ACTION**

Mark Watts, State Legislative Advocate, presented the item.

Chair Peskin asked about the status of Assembly Bill (AB) 2989 and what happened in committee.

Mr. Watts stated that he believed AB 2989 passed out of the Transportation Committee and was pending in the Appropriations Committee.

Commissioner Yee asked if the SFMTA was taking a position on AB 2989.

Dillon Auyoung, SFMTA Local Government Affairs Manager, said the SFMTA was working with the Mayor's office and the State Legislative Committee. He said the SFMTA had concerns on the bill as well and was working directly with Chair Peskin in his capacity as supervisor.

Commissioner Yee urged the SFMTA to adopt an opposition stance on AB 2989 and said that even though AB 2989 would give local control, it did not support the city's vision zero citing scooters traveling at fast speeds on city sidewalks.

Mr. Auyoung noted that he would share these comments with the appropriate SFMTA staff.

Chair Peskin said that he would communicate with the city lobbyist to avoid a repeat of what happened in the Assembly Transportation Committee and that Mr. Watts would work the floor on the Senate side to the same end.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Stefani, Tang and Yee (9)

Absent: Commissioners Cohen and Sheehy (2)

**5. Approve San Francisco's Lifeline Transportation Program Cycle 5 Program of Projects – ACTION**

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Safai said that the service to Fishermen's Wharf as well as the late-night transit

service were needed and long overdue and he appreciated the recommendation for funding. He said the city had a significant number of workers in the hotel, service and janitorial industries who would benefit from the additional late-night service. He said that having additional transit service available when they are getting off work is a need that he heard from the industry for years.

Commissioner Yee said he appreciated the program of projects, particularly the Shopper Shuttle and Van Gogh Recreational Shuttle Services. He said the plan to expand paratransit service was concerning because the Board of Supervisors Budget Committee was recently informed that the paratransit vans were in poor condition and needed to be replaced. He said the combination of that issue and trying to expand services with existing vans did not make sense. Commissioner Yee asked if Transportation Authority staff had considered supporting the purchases of additional paratransit vehicles. He asked the SFMTA to confirm if the intent was to expand service.

Tim Manglicmot, Acting Manager for Capital Procurement and Management, San Francisco Municipal Transportation Agency (SFMTA), said the Enhanced Shop-a-Round and Van Gogh programs were intended to maintain the existing service levels and to his knowledge the SFMTA was not looking to expand the service. He said that the SFMTA pursued Lifeline Transportation Program funding to continue providing the service since funding was not available in SFMTA's current operating budget. He said that, regarding the paratransit fleet in general, the SFMTA had other grants to procure vehicles.

Anna LaForte, Deputy Director for Policy and Programming said Transportation Authority staff would work with the SFMTA over the next few months through the 2019 Prop K 5-Year Prioritization Programs update to determine the funding needs for replacing the paratransit fleet. She said the replacement of paratransit vans was eligible for Prop K funds from the Muni Vehicles category, and that it had been funded out of that category in the past.

Commissioner Ronen asked if the subsidies for taxi drivers were to help purchase accessible taxis or to subsidize fares for trips provided to San Francisco Paratransit program participants in accessible taxis. She asked if taxi drivers had been consulted about the incentive program and if the drivers felt the program would help them in a competitive market. She said the taxi drivers were facing significant hardships in this economy and asked if they had given input on whether this program would help.

Mr. Manglicmot said he could not speak about what outreach had been done to taxi drivers and would have the project manager follow up with a response. He said, in terms of vehicles with wheelchair ramps, they were few and far between in the city and that Transportation Network Companies (or TNCs) were not required to have ramps installed. He said the more ramp taxis that were available in the city, the better it would be for providing disabled access to transportation services.

Commissioner Ronen said she looked forward to receiving more information from the project manager and thought the program could be a promising way to fulfill two serious needs in the city, specifically the need for accessible transit for people with disabilities and creating a niche for taxi drivers. She said that the monthly subsidy of \$300 did not seem like it would provide enough of an incentive to taxi drivers to provide these services.

Ms. Crabbe said the ramp taxi incentive program was a creative way that SFMTA was proposing to address deficiencies in the number of taxi vehicles with wheelchair ramps. She clarified that the incentive was comprised of two parts: \$300 to cover the incremental costs for the ramps over and above the cost to purchase a standard vehicle and an additional \$300 incentive for the additional incremental operations and maintenance costs associated with the ramps. She said the incentive

would provide up to a \$600 monthly subsidy on top of the other paratransit benefits taxis drivers already receive for providing those trips for the city.

Commissioner Ronen asked how the \$600 monthly subsidy was determined.

Ms. Crabbe said it was calculated based on the incremental cost of installing, operating and maintaining a wheelchair ramp taxi compared to the costs associated with a standard taxi. She said this was a pilot that the SFMTA was pursuing and was not yet in operation. She said, as a pilot program, there was an evaluation process that would be reported to the Transportation Authority. She said that staff could provide updates as the project progresses.

Commissioner Ronen asked if the compensation filled the operational gap or went above and beyond the gap.

Ms. Crabbe said the compensation would fill the gap to operate a taxi with wheelchair ramps.

Commissioner Ronen said she did not know if the proposed subsidy would be economically sufficient in an industry that had been decimated.

Ms. Crabbe said she would follow up with the SFMTA and provide more information on how they arrived at the subsidy amount and about the type of outreach they did with the taxi community.

Commissioner Ronen said it was a real opportunity and that the pilot program seemed promising but she would like more information.

Commissioner Yee asked if there would be a marketing plan to let people that might need this type of transit know it was available.

Mr. Manglicmot said the SFMTA did outreach to the community to promote new programs but did not know the specifics of the proposed outreach.

Ms. Crabbe apologized that the SFMTA staff who worked directly on the project were not in attendance but said the community outreach would build off of the SFMTA's existing taxi program. She said the pilot subsidy program was intended to grow the wheelchair-accessible taxi fleet by another 10 to 15 vehicles that would be available throughout the city. Ms. Crabbe stated that outreach would be specifically focused on persons needing access to paratransit service in communities of concern, consistent with the Lifeline program.

Commissioner Yee asked how the SFMTA normally let people know about new programs.

Mr. Manglicmot said the project manager would provide the Board with more details about the outreach process.

Chair Peskin said it would be helpful in the future if the appropriate staff were in attendance to address questions from the Board and public. Chair Peskin proposed that the item be continued or that the funding for the wheelchair accessible taxi incentive and Shopper Shuttle/Van Gogh recreational shuttle service programs be severed.

Ms. Crabbe said the requested action would approve the Lifeline funding for the SFMTA Expanding and Continuing Late Night Transit Service to Communities in Need project and that the SFMTA Enhanced Shop-a-Round Service and Van Gogh Recreational Shuttle Service and the SFMTA Wheelchair Accessible Vehicles Incentive Program would be addressed through Prop K. [The latter two projects will be addressed through separate Board actions.]

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**6. Allocation of \$2,530,880 in Prop K Sales Tax Funds and \$655,000 in Prop AA Vehicle Registration Fee Funds for Four Requests, with Conditions – ACTION**

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Peskin said he had a lot of trouble spending \$154,200 on hiring a consultant for a branding campaign, when there was very talented staff within the SFMTA who could do this work. He said there were all kinds of resources in the city's 30,000 plus person government and felt the public and the Board should question this proposed use of funds.

Commissioner Breed asked if it was accurate that the branding would take two and a half years and asked if it could be completed sooner.

John Knox-White, SFMTA Planning Programs Manager, said the entire project would take two and a half years but the first six months would be the Request for Proposal to get a consultant on board. He said the assumption was that it would take somewhere between 12 and 18 months to do the research, develop a name and graphic design, conduct focus groups and engage stakeholders. He said Transportation Demand Management (TDM) was not a good name and that the SFMTA needed to find a way to talk about the work in a way that engaged targeted communities, employers and residents. He said it was the SFMTA's intention to work diligently to get the work done sooner but it did not want to overpromise on the schedule.

Commissioner Breed asked how small businesses that were eligible to participate would be prioritized.

Mr. Knox-White said small businesses would be prioritized through the relocation program. He said that business outreach in the past was not successful, so an emphasis was placed on creating an outreach plan that included spending time talking to small and large businesses on how to better communicate with their employees and how to bring them into the program. He said previous experience was that the smaller businesses were often too busy to spend the time engaging with any of the city's TDM services.

Commissioner Breed said she was hopeful the SFMTA would do something to make it easier for small businesses to participate.

Mr. Knox-White said that was the goal of phase 1.

There was no public comment.

Commissioner Yee asked why TDM branding was needed and why it cost so much.

Mr. Knox-White said four years ago in collaboration with the Transportation Authority, San Francisco Environment, and the Planning Department, the SFMTA surveyed cities, academics and practitioners of TDM. He said one of the key things that came out of the research was the need to have a unified program that spoke to people from one voice. He said the goal of the branding program was to ensure that the public saw the city and county working together to provide services to help people get around and that creating a brand was a project that came out of the initial TDM strategy. He said in terms of the cost, it was staff time to manage the contract

and to engage the multi-city agency effort since a lot of agencies were involved with TDM. He said \$60,000 would be spent to hire a consultant to run the focus groups and lead stakeholder outreach.

Commissioner Yee said his recent experience was that the public did not think that it mattered to the public which agency was providing the TDM services and did not understand why money would be spent on branding.

Mr. Knox-White said if successful, the project would result in the public's understanding of TDM. He said the branding effort would seek to engage the public to interact in a meaningful way.

Commissioner Yee said he would not support the SFMTA's TDM Program Branding allocation request.

Commissioner Sheehy said he would also not support the allocation request. He asked why TDM branding was needed when there were not enough crossing guards at every school in San Francisco. He said it would be a waste of employee time and money.

Commissioner Yee moved to sever the SFMTA's TDM Program Branding allocation request, seconded by Commissioner Breed.

The item was severed without objection.

Commissioner Yee moved to disapprove the SFMTA's TDM Program Branding allocation request, seconded by Commissioner Sheehy. The item was disapproved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

Commissioner Breed moved to approve the underlying item, seconded by Commissioner Yee.

The underlying item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**7. Adopt the Vision Zero Ramp Intersection Study Phase 1 [NTIP Planning] Final Report – ACTION**

Priyoti Ahmed, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

**8. Adopt the 2019 Prop K Strategic Plan Baseline – ACTION**

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

Commissioner Yee asked what was being done to invest in purchasing vans for the paratransit program.

Ms. LaForte said the Prop K funding for the paratransit category recommended in the baseline was designated for paratransit operations. She said that Transportation Authority staff would work with the SFMTA over the next few months through the 2019 Prop K 5-Year Prioritization Programs update for the Muni Vehicles category to determine the funding needs for replacing the paratransit fleet and how Prop K could support the necessary capital investment.

Commissioner Yee said he did not get a sense that there were enough projects planned in the outer districts to support the increased population and future demands on public transportation over the next 25 years. He mentioned major projects in District 7 such as San Francisco State University, Stonestown Galleria, and the Balboa Reservoir as examples. He said the M-Line was already at capacity during commute hours and that the current structure would not be able to meet the demands in the future. He asked what was being done to address those issues.

Director Chang said the Transportation Authority recognized the growth that was happening in the southwest of the city and noted there was important long-range planning being done by the Transportation Authority and the SFMTA. She said the agencies had received a grant from the region for city-wide transit planning in addition to streets and freeways planning. She said Transportation Authority staff was also working on the planning activities and capital improvements that were more near term and could help with extending capacity and safety.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

## **9. Update on the Emerging Mobility Services and Technologies Report – INFORMATION**

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

Commissioner Cohen asked what proactive steps were being taken to respond to new technology that was being introduced on city streets and sidewalks.

Mr. Logan said the Transportation Authority and the SFMTA's Office of Innovation approached all the Transportation Network Companies (TNCs) and asked what their goals were and what they were looking to accomplish in the city. He said there was proactive outreach, but it could be made stronger.

Commissioner Cohen asked what the responses were from the TNCs.

Mr. Logan said that the TNCs indicated that they wanted to connect users to transit, but some had demonstrated that more than others. He said they were also looking to make a profit and establish mobility as a service. He noted that Uber now owned Jump and that Lyft would most likely acquire a bike share program. Mr. Logan said that ultimately a few companies may end up controlling a very large section of the market, not with one type of service but with several.

Commissioner Cohen asked if the San Francisco Planning Department was involved in this discussion.

Mr. Logan said the Planning Department was involved. He said throughout each step of the process design thinking was used to hold several different workshops. He said industry stakeholders, community stakeholders and different agencies that included the San Francisco

Environment, Planning and Mayor's Office on Disability were involved in the development of the policy framework and guiding principles. Mr. Logan said the same groups of people continuously worked together during each step of the process.

Commissioner Cohen asked if congestion impacts on safety and the diversion of ridership from public transportation to the emerging mobility services were quantified.

Mr. Logan said the Transportation Authority's study could not confirm whether emerging mobility services were reducing or increasing congestion given the lack of data. He said there were studies of the broader San Francisco Bay Area and elsewhere that pointed to ride-hailing and courier network services that were pulling riders off transit and adding more vehicles to the roadways. He said in terms of safety there were several ways to quantify safety impacts. He highlighted operational training and stated that Chariot both trained and tested their drivers regularly. He noted that many of the ride-hailing companies were not training their operators or providing warnings about how to pick up people from the curb, what a bike or buffer lane might look like in San Francisco or how a red-carpet lane functions. Mr. Logan said the Transportation Authority would be happy to partner with any of the companies to work on developing safety trainings, but to date those issues were compromising the safety of city streets.

Commissioner Cohen congratulated Transportation Authority staff for their work. She wondered if there were additional mobility technologies that had not yet been conceived or were in the development stages. She expressed concern that the team working on understanding this industry was not large enough.

Director Chang said cities around the world were really struggling to keep up with the trends and having the capacity to do data collection. She mentioned that if TNCs failed to provide their data, more staff time would be needed to design and conduct surveys. She said there was a capacity need to develop a cadre of planners and policy advisors across the city government to adapt to changes in technology.

Commissioner Cohen said that from her perspective it seemed like a regional effort was needed similar to the work being done with regional transportation for high-speed rail and connectivity studies.

Mr. Logan thanked the SFMTA's Office of Innovation for their partnerships and work throughout the entire process.

Commissioner Yee said that when he brought up the issue of delivery robots almost two years ago, he highlighted the need to get ahead of emerging technology. He said to help get ahead of the curve a task force was being established and would be led by Naomi Kelly of the City Administrator's Office. He said the task force would look to work with industry leaders to get a sense of what they were planning and what type of permits the city would need to establish before any new technology hit the streets. He expected the task force to have a report released within the next six months and urged the Board to support the upcoming report. He said many of the guiding principles for the task force came from the efforts of the emerging mobility effort that was presented.

Commissioner Fewer asked if the Transportation Authority was collecting any data around enforcement with the police department. She said 80% of the tickets given out in District 1 were given to TNCs. She said it would be interesting to provide recommendations based off the data collected around TNC traffic violations around the city.

During public comment Clarrissa Cabansagan, New Mobility Policy Director at TransForm, stated



that the emerging mobility and services report was an important effort that set a precedent across the nation for how new mobility should be dealt with. She said the report set an important way to tackle issues that arose in the public right-of-way and said if left unto themselves, TNCs would not prioritize the needs of the most vulnerable. She highlighted community engagement and said that by leading with sensitivity, companies could be steered to provide real, meaningful benefits to lower income communities of color.

Nima Rahimi, Associate Counsel, Legal and Government Strategy at Chariot Transit Inc., said Chariot was proud of the report and strived to do better in partnership with the city. He said Chariot was committed to work with the city and was exemplified in the private transit vehicle (PTV) permit granted to Chariot. He said as part of the permit, Chariot agreed to complement and not compete with transit and was paying a cost recovery fee and sharing data in real time. He said Chariot was committed to investing in the community and noted that nearly half of the drivers were from the Bayview Hunters Point area. He said Chariot paid all their drivers to go through commercial driver license training and was committed to labor harmony. He highlighted Chariot's partnership with teamsters local 65, their commitment to reducing congestion and prioritizing safety.

**10. Preliminary Fiscal Year 2018/2019 Annual Budget and Work Program – INFORMATION**

Cynthia Fong, Deputy Director for Finance and Administration, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

Commissioner Cohen recognized Director Chang for her leadership.

There was no public comment.

**Other Items**

**11. Introduction of New Items – INFORMATION**

There were no new items introduced.

**12. Public Comment**

There was no public comment.

**13. Adjournment**

The meeting was adjourned at 11:47 a.m.