



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, June 26, 2018

1. Roll Call

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

Present at Roll Call: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy, Stefani and Tang (8)

Absent at Roll Call: Commissioners Kim (entered during Item 2), Yee (entered during Item 2) and Safai (entered during Item 12) (3)

2. Chair's Report – INFORMATION

Chair Peskin reported the passage of Regional Measure 3 in this past June election and stated that two-thirds of San Francisco voters supported the increase in bridge tolls that would generate \$4.5 billion in transportation improvements region-wide. He said the measure passed with 54% support regionally, which he felt demonstrated San Franciscans willingness to do their fair share to pay for infrastructure. He said the funds would be critical to many congestion relief projects and programs, which included new BART and Muni cars, the Caltrain Downtown Extension, expanded ferry service, Bay Trail improvements, Safe Routes to Transit and studies for a second Transbay Rail Tube.

Chair Peskin stated that in an era of limited Federal funding for transportation, regional funds were needed to match with State and local dollars to deliver major capital improvements. He said not everyone agreed with investing in infrastructure and noted the effort to repeal the Senate Bill 1 (SB1) state gas tax that was passed last year and qualified for the November 2018 ballot. He said SB 1 was a 12 cent per gallon gas tax increase and raise in vehicle registration fees that generated \$5 billion annually statewide and over \$60 million per year in formula funds for road and transit improvements in San Francisco. He said millions more went to active transportation and congestion relief projects through competitive grant programs - with SB 1 grants awarded to BART, Muni, Caltrain, AC Transit zero-emission Transbay buses and bicycle and pedestrian safety improvements on Geneva Avenue, Jefferson Street as well as Vision Zero intersections across the city. He said SB 1 funds could only be spent on transportation as voters in June passed Prop 69 which dedicated the funds and ensured they would not be diverted.

Chair Peskin reported that the Transportation 2045 Task Force stated that the local transportation funding gap was over \$22 billion and required multiple funding sources to close. He said every state dollar counted and worked in concert with federal, regional and local funds and reaffirmed the need to protect SB 1 from those who would use this measure to weaken infrastructure investment, and from those who would weaken the safety of our roads, bridges and transit systems by co-opting this issue for political gain. He said the Board would do its best to educate the public

about the importance of retaining SB 1, which included getting projects delivered quickly so that everyone could experience the benefits of safer and reliable transit.

He congratulated the San Francisco Municipal Transportation Agency (SFMTA) on the opening of their new Islais Creek Motor Coach Facility this past month and said the Transportation Authority was happy to provide over \$9 million in matching funds to federal, state and other local dollars for the \$122 million project. He said the new facility would keep the 60-foot articulated buses in good working condition for the benefit of the public, and ensure safe, modern working conditions for Muni maintenance crews and operators as well.

There was no public comment.

3. Executive Director's Report – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the June 12, 2018 Meeting – ACTION**
5. **[Final Approval] Appoint Rachel Zack to the Citizens Advisory Committee –ACTION Item – ACTION***
6. **[Final Approval] State and Federal Legislation Update – ACTION**
7. **[Final Approval] Allocate \$9,564,076 in Prop K Sales Tax Funds for Seven Requests, with Conditions, and Appropriate \$137,000 in Prop K Funds for Two Requests – ACTION**
8. **[Final Approval] Adopt the Proposed Fiscal Year 2018/19 Budget and Work Program – ACTION**
9. **[Final Approval] Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$385,933 – ACTION**
10. **[Final Approval] Authorize the Executive Director to Increase the Funding Agreement with the Metropolitan Transportation Commission by \$150,000, to a Total Amount Not to Exceed \$200,000, for Transportation Network Company Data Collection – ACTION**

There was no public comment.

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

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

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Safai (1)

End of Consent Agenda

11. **Update on San Francisco Municipal Transportation Agency's Wheelchair Accessible Taxi Incentive Program and Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service Program – INFORMATION**

Annette Williams, Manager of Accessible Services Program at SFMTA, presented the item.

Commissioner Yee asked what would happen if a taxi driver failed to complete the required 20

paratransit rides per month.

Ms. Williams said that the SFMTA would not pay them the incentives that month but noted that the SFMTA had a good track record with the drivers and had confidence that the drivers could complete the required paratransit rider per month.

Commissioner Yee asked if taxi drivers could receive both the paratransit per trip incentive and monthly incentives for the paratransit vehicle and maintenance.

Ms. Williams said that taxi drivers could receive the \$10 per trip incentive and the additional incentives.

Commissioner Yee asked if the on-time performance had improved for the paratransit group van services. He noted that this had been a problem in the past for users trying to access senior services.

Ms. Williams said that the problem had been resolved and was related to issues Adult Day Health Care Services had with their vehicles. She said the SFMTA was carefully tracking the on-time performance and reliability of the group van program and was hearing positive feedback about trip times.

Commissioner Yee asked for an updated report on ride times and if newly purchased vans were part of the Shop-a-Round and Van Gogh Recreational Shuttle Service Program.

Ms. Williams replied in the affirmative and said new vans were used for the program as part of SF Access services.

Commissioner Yee asked if the vans purchased by nonprofit organizations were part of a different program.

Ms. Williams replied in the affirmative. She said the vans purchased by nonprofits were through the Federal 5310 Program and that the procurements were still being processed by Caltrans.

Jonathan Cheng, Paratransit Planner at SFMTA, said eight vans were currently being built and that five vans had been delivered to Sacramento.

Ms. Williams said the process was not as quick as the SFMTA and the nonprofits would had liked but that new vans made a big impact in the program.

Commissioner Fewer asked if the SFMTA provided assistance to taxi drivers to purchase or convert vehicles to be wheelchair accessible.

Ms. Williams said that was the purpose of the new incentive program and that four drivers had already applied to participate and get new ramp accessible vehicles through the program. She said the program provided \$300 per month for the vehicle and an additional \$300 for the maintenance and operation.

Commissioner Fewer asked if converted wheelchair accessible vehicles would hold the same amount of luggage as non-ramp accessible vehicles.

Ms. Williams said the vehicles were minivans and did well or better in terms of accessibility and holding luggage and other items.

Commissioner Fewer commented that measures of success include the number of drivers assisted by the program and statements from drivers who have participated in the incentive program.

There was no public comment.

12. Update on the Safe Routes to School Transition and Re-establishing the Capital Program for School Area Projects – INFORMATION

Sarah Jones, Planning Director at SFMTA and John Knox White, Planning Programs Manager at SFMTA, presented the item.

Chair Peskin acknowledged Vice Chair Tang, her staff, all involved city agencies and his staff for their work revamping the Safe Routes to School Program.

Commissioner Tang thanked everyone who was involved in helping revamp the program and noted that the report answered her concerns. She said the program was only serving 36 out of 103 schools in the San Francisco Unified School District (SFUSD) and that she was pleased that the revamped program would provide for all SFUSD public schools. She said that she appreciated that the report included updated and better defined goals for the program. She thanked the SFMTA for the baseline assessment that it would conduct for all schools and said that proactive steps then could be taken to address safety. She said she looked forward to continued conversation about increasing the number of crossing guards from 195 to 215 given the high demand for crossing guard throughout the city. She said she was pleased with the new shape of this program and looked forward to seeing the results of the restructuring.

Commissioner Fewer reported that 33% of school age children in San Francisco attended private schools and that private schools should be included in the Safe Routes to School Program. She said that the goal to increase the number of crossing guards was not realistic given the current inability to recruit and retain crossing guards. She said traffic enforcement in District 1 was an issue near schools and noted reports of people running red lights and stops signs in District 1 near schools. She encouraged the SFMTA to give priority to high traffic areas near schools. Commissioner Fewer said the SFUSD should seek to hire a transportation director given the issues of transportation safety and supporting safe routes. She said she was in favor of SFUSD's goal for 2030 but did not see anything that addressed traffic enforcement of Transportation Network Companies. She thanked Commissioner Tang for her leadership on the program.

Commissioner Safai thanked Commissioner Tang for her work to revamp the program. He said the Safe Routes to School ambassador in District 11 was only funded for half the year and added that the ambassador served some of the most underserved schools in the entire city based on demographics and test scores. He said the District 11 ambassador had a significant amount of experience and asked the SFMTA and SFUSD to figure out a solution to fund the position for the full year.

Ms. Jones said the cut of the funding for District 11 ambassador position had come from Caltrans through the Department of Public Health. She said the SFMTA would work with the SFUSD and Commissioner Safai's office to try to find a way to fill the gap.

Commissioner Safai asked if the other two ambassadors were fully funded.

Mr. Knox White said the other two ambassadors were funded through nonprofit partners.

Commissioner Sheehy said it was hard to see how the program could be a comprehensive program if private schools were not included. He shared his frustration over the lack of crossing guards at private schools and said that his daughter's school in District 1 was dangerous during morning drop off with drivers weaving their way through traffic.

Mr. Knox White said that with the exception of the education and outreach elements of the program, all of the elements of the program would work with private schools as well. He said the

SFMTA would look into specific areas identified by Commissioner Sheehy and reiterated that the engineering staff worked with all 250 San Francisco schools not just the SFUSD schools. Mr. Knox White said the education and outreach portion of the program was working with SFUSD to expand its reach from 36 to 103 school as part of the near-term proposal, with the goal of providing the full program to all schools, depending on availability of resources and funding.

Commissioner Yee asked for SFMTA to describe the school area traffic calming program.

Patrick Golier, Traffic Calming Program Manager at the SFMTA, said the school area program would partner with the current traffic calming program and would be proactive as opposed to the request based nature of the residential application based program.

Commissioner Yee asked how much funding was set aside for the school area traffic calming program.

Mr. Golier said the SFMTA would be requesting \$850,000 in Prop K funds each year for speed humps around schools, operational signs and marking and paint work.

Commissioner Yee asked if there had been thought given to how student crossing guards could be incorporated into the Safe Routes to School Program.

Mr. Knox White said that was part of the environmental safety program and that the SFMTA was going to roll out some training for adult and student volunteer crossing guards. He said it was part of the conversation around crossing guards and safe drop off areas.

Commissioner Yee said he was glad the presentation showed Ed's neighborhood. He asked what other organizations participated in the Safe Routes to Schools Partnership.

Mr. Knox White said the Bay Area Children Resources, who was providing the educational work next year, would be attending the next partnership meeting to meet with the partners to ensure that the curriculums offered were consistent. He said it was a key part of the Safe Routes to School program offerings for assistance to kindergarten to second grade students.

Commissioner Yee said he was glad to hear that the Bay Area Children Resources would be at the table.

Commissioner Fewer highlighted District 1 elementary schools that had implemented drop off zones and used student ambassadors to escort younger children into the school yards. She said the program worked smoothly with adults monitoring cars entering and exiting and parents being trained to not double and triple park. She thanked Commissioner Yee for helping fund the program.

Commissioner Peskin noted that the Department of Public's Health role in the revamped program was unchanged from its previous role with regard to evaluation and that he understood that the University of California Berkeley was doing a study on mode share. He asked what else the Department of Public Health would be doing to ensure the maximum role of evaluation given the funding they were receiving.

Mr. Knox White said the SFMTA and the Department of Public Health would develop an evaluation protocol over the next six months. He said the SFMTA's strengthened and renewed partnership with the school district would be a key aspect in ensuring that the evaluation process was effective. He noted that the SFMTA was the program lead, and that the accountability for the program's success or lack of was with the SFMTA. Mr. Knox White said that the SFMTA would make an annual evaluation report available to the Board.

During public comment Brian Wiedmaier, San Francisco Bicycle Coalition, spoke in favor of the item and highlighted the need for mode shift away from private auto trips and increased safety around schools. He thanked partner agencies and nonprofits and invited the Board to come out and see the school sites.

Josie Ahrens, Senior Community Organizer at Walk San Francisco, said Walk San Francisco was a seven-year partner of the Safe Routes to School program. She said she was looking forward to having the non-infrastructure program under the umbrella of the SFMTA's school transportation programs and the integration of coordinated mode shifts.

Rachel Hayden, Executive Director of San Francisco Transit Riders, spoken in support for the program and looked forward to San Francisco Transit Riders deeper involvement in the program.

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 11:13 a.m.