



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

MINUTES

Tuesday, January 23, 2018
Atrium Conference Room, 2nd Floor
One South Van Ness Ave.
San Francisco, CA

**SPECIAL MEETING
9 A.M.**

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Joél Ramos
Cristina Rubke
Art Torres

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Brinkman called the meeting to order at 9:04 a.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden – absent at Roll Call
Malcolm Heinicke
Lee Hsu
Joél Ramos – absent at Roll Call
Cristina Rubke
Art Torres

3. Announcement of prohibition of sound producing devices during the meeting.

Chairman Brinkman announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. She advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. She also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

4. Communications

Board Secretary Boomer stated that the SFMTA Board will recess the meeting for a lunch break. During this time, there will be a display of various current construction and capital projects with project managers available to answer questions. Members of the public are welcome to review the various displays, and ask questions of staff. Members of the public are also welcome to bring lunch into the room during this period.

5. Citizens’ Advisory Council Report

No report

Director Borden arrived.

6. Presentation and discussion regarding the financial responsibilities of the SFMTA. (Explanatory documents include a slide presentation. Fulfills Charter Section 8A.102 (c) (3) training requirements.)

Ted Egan, Chief Economist and Michelle Allersma, Director, Budget and Analysis Unit, Office of the Controller, presented the item.

No public comment.

7. Presentation and discussion regarding the SFMTA's financial projections and operating and capital budgets. (Explanatory documents include a slide presentation.)

Ed Reiskin, Director of Transportation and Diana Hammons, Manager, Revenue, presented the item.

Director Ramos arrived.

PUBLIC COMMENT:

Peter Straus urged the SFMTA to follow up with what New York has introduced. The time has come for congestion pricing. The City has to deal with congestion downtown. This is needed to address the structural deficit that transit faces in San Francisco. All fare proposals are moving in the right direction, especially the move to reduce the A pass differential. The price for passes between Muni and BART has broken down. Staff should work with BART to reconcile the discrepancies. The SFMTA needs to work toward service expansion even in a difficult economic climate. There are efforts to generate additional revenue at the ballot. Mr. Straus would like to see Sunday and evening parking meter enforcement return in this budget cycle.

Ed Mason stated that the "Free Muni for Youth" was funded by Google. It was a quick fix that led to "Free Muni for Seniors." He is glad to see discussion about a day pass accumulator. The same should be done for a monthly pass. It can have big ramifications. He suggested incorporating a day pass into the cost of a convention. He wondered whether the City wanted to have street trees or Muni running on time. These discussions are never had or are done in silos. That diffuses the hard decisions about which projects should take priority. Budget set asides is bad policy and should be looked at.

Howard Strassner stated that New York City has a system, that when you accumulate enough, you get the bargain rate for a transit pass. The BART premium is high. Providing the ride doesn't cost them anything. In Europe people are encouraged to take transit rather than drive. They give them a discount for the whole family. Maybe there is too much parking in the city. It may be time to convert a city parking garage to housing. In 10-20 years, nobody will be driving downtown. The only reason a Transportation Network Company (TNCs) vehicle can drive is that most people are using Muni.

8. Presentation and discussion regarding the SFMTA's Strategic Plan. (Explanatory documents include a slide presentation.)

Ed Reiskin, Director of Transportation and Travis Fox, Chief Performance Officer, presented the item.

PUBLIC COMMENT:

Peter Straus stated that the City's goal is 80% sustainable transportation. There is no way to achieve that without looking at growth on the transit side of the equation. The City has to secure funding to be able to do that. The ConnectSF exercise emphasized the growing need for transit. The SFMTA needs to understand why people don't ride Muni. He has heard that there is a need for more late night

service. Metro service is inadequate. The SFMTA can't marginalize some of its' lesser used service and then complain that nobody uses it. The SFMTA needs to be clear about its goals for transit service and incorporate that in the longer term vision.

Howard Strassner discussed in-route coupling of Metro cars. The SFMTA can't add more cars into the subway. The only way to increase capacity in the subway is to couple cars. It shouldn't be impossible to do. It could reduce maintenance costs. The SFMTA can't run single car trains in the subway any longer. Delays create dissatisfaction with riders.

Edward Mason discussed land use. He wondered if there would be a measurement of the consequence of restricting parking. If spaces are limited will there be a measure for the TNCs that are going to be circling in that neighborhood. There isn't a link between personal actions and lifestyles and the environment. The priorities are misaligned. There are local communities making regional decisions. People are going to commute between where people live and where they work. The City will continue to gentrify.

On behalf of the Board, Chairman Brinkman expressed appreciation to staff for putting the project fair together and for the work they do in the community.

9. Presentation and discussion regarding the legal responsibilities of the SFMTA. (Explanatory documents include slide presentations. Fulfills Charter Section 8A.102 (c) (3) training requirements.)

Susan Cleveland-Knowles, Deputy City Attorney and Ysidro Jimenez, Deputy City Attorney, presented the item.

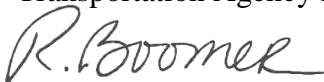
No public comment.

10. Public Comment

Edward Mason addressed the issue of private commuter buses that utilize red Muni bus zones. The pilot program began in 2014 and violations continue to occur. Violations include safety and environmental issues. These vehicles operate on weight restricted and narrow streets. They block traffic flow and damage rails and streets. The continental crosswalks are damaged. Bus providers and sponsors are incompetent. These issues weren't included in an environmental impact report. The neighborhood's vigilance mitigates these violations. A regional express system should be explored.

ADJOURN - The meeting was adjourned at 2:35 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer
Board Secretary

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.