



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
POLICY AND GOVERNANCE COMMITTEE

MINUTES

Tuesday, October 26, 2021

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room at One South Van Ness Avenue is closed.

Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Committee in advance of the meeting, please send an email to MTABoard@sfmta.com by 5:00pm on Monday, October 25 or call (415)646-4470.

REMOTE MEETING ACCESS

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PUBLIC COMMENT CALL IN: 888-363-4734, ACCESS CODE: 7014320

REGULAR MEETING
9:00 A.M.

COMMITTEE
Sharon Lai, Chair
Gwyneth Borden
Fiona Hinze

Jeffrey Tumlin
DIRECTOR OF TRANSPORTATION

Caroline Celaya
Manager, Public Records Requests

ORDER OF BUSINESS

1. Call to Order

The meeting was called to order by Chair Lai at 9:02 a.m.

2. Roll Call

Present: Gwyneth Borden
Fiona Hinze
Sharon Lai

3. Approval of Minutes

David Pilpel stated that on page two during his comments at the public comment section, the second sentence, the word accountability can be removed.

On motion to approve the minutes of the September 28, 2021 Regular Meeting minutes: unanimously approved.

4. Public Comment

Edward Mason provided a status on the legacy plan for private commuter buses. Pre-COVID there were 100 buses between 5:00 am - 10:00 am at 24th and Church, but during the COVID pandemic that number has been reduced. There were between the hour of 7:30 am - 8:30 am about 40 buses an hour and now it's 20. There are also scofflaw buses without permit stickers. These buses are consuming fuel and empty.

5. Presentation, discussion and possible action regarding the proposed 2022 Transportation General Obligation Bond, titled the Muni Reliability and Street Safety Improvement Bond.

Jonathan Rewers, Acting Chief Financial Officer, presented the report.

PUBLIC COMMENT:

Brian Haagsman stated that the bond is a step in the right direction. Combined with AB 43, the speed management tool to bring down accidents, this will get the City to Vision Zero. He noted that less than a quarter of the bond is dedicated to street safety, yet it isn't the time to reduce safety improvements. There should be more money for street improvements. He asked the committee to direct staff to refine the proposal to provide more money for safety.

David Pilpel stated that he supports state of good repairs. He shared that there should be no new revenue without reform of SFMTA's functions. He expressed support for funding existing assets

instead of expanding assets. Capital projects should maintain assets rather than fund new projects. There is still much distrust with the public and staff.

Edward Mason stated that the terms fast and convenient are code for able-bodied to walk further, but have a negative impact for the disabled and senior riders. There needs to be clarification of the train control system because Phase 6 shows the J Church expanding, but not until 2027. He asked what is being done for that line now and urged the committee to be cautious and agreed that the bond funding should just for state of good repair. He asked that staff clarify development fees and how those fees will be applied.

Michael Sax stated that his two concerns were safety and costs. Cars cause death and we don't charge appropriately for parking. If we raise the cost of driving, we could reduce the number of cars on our streets which also helps the SFMTA's budget.

Cat Carter requested a comparison from the 2014 bond promised versus what was done. She wants more information on lessons learned. The SFMTA has shifted the way it does outreach on projects. Make sure there is effective engagement of riders in all of this and that we don't end up with projects watered down or delayed by a few who oppose them.

Anastasia stated that making transit accessible, lowering the cost and adding efficiencies is important. There is no equity on the J church line. Riders on that line have had to transfer to get downtown. She is advocating for the new \$32 million for the new train control system which will expedite things in the tunnel. She inquired about how soon this train control system would be put into effect.

6. Presentation, discussion and possible action regarding Winter 2022 Muni Service.

Julie Kirschbaum, Director of Transit, presented the report.

PUBLIC COMMENT:

David Pilpel suggested that the SFMTA extend the 12 line beyond Jackson and Fillmore Streets to cover the area west of Divisadero Street. He asked if, when the 3 line covers the 21 line, would the 21 line then have new wire built from Polk Street to Market Street or would it operate off wire for those two blocks. He stated that restoring the 23 line helps connect Lakeshore to everywhere else. He preferred less service at night to support greater service overall and shared that there should be more public outreach overall.

Karen Kennard supported Option 2, the restoration of the J line to downtown. The J line riders are the only riders that are forced to make that transfer while all the other lines are continuing through the tunnel. The intersections are not safe and riders oppose the forced transfer. There is major community support to restore the J line.

Cat Carter stated that this presentation was a great start given the resources and urged the SFMTA to restore the J line back through the subway. She also urged extending the 21 Hayes back to downtown. Ridership metrics are crucial especially when making decisions on lines such as the 23 Monterey where greater reliability is needed.

Anonymous requested the SFMTA to implement the option that restores J line service. The service cut was based on a false comparison. There has been J church direct service since 1917. Any change needs extensive outreach to the community. Eliminate the transfer. They can be challenging for those with mobility issues, seniors, families, and disabled. Restore the service.

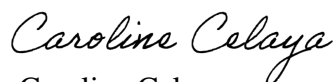
Anastasia stated that she supports Option 2 to restore the J line to run every 15 minutes. As a disabled person, she wouldn't have to get off the train, cross tracks and go down two flights of stairs to go downtown. Staff is dismissing it as not a real concern. Many riders cannot take this onerous transfer.

Peter Straus, SF Transit Riders Board member, thanked staff for listening to members of the public, but has areas of concern. He recognized the fiscal constraints the agency has and he agreed with others on restoring the J line restoration. He mentioned that with hybrid work patterns, there was a flattening of the peak demand with reduced stress on the subway and will remain for a while.

Edward Mason expressed support for restoring the J line. He asked if a survey has been done with the residents on Grandview Street for the 48 line. There is a concern with the street being at 22% grade and asked if the SFMTA has a plan for recruitment signing and retention bonus. There needs to be a recruitment report. The J church and 48 lines need to be reviewed.

ADJOURN– The meeting adjourned at 11:43 a.m.

Submitted by:



Caroline Celaya
Manager, Public Records Requests

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 Ave., Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

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such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

ACCESSIBLE MEETING POLICY

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The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chairman may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices.

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Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, Sunshine Ordinance Task Force, by mail to 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415 554.7724; by fax at 415 554.7854; or by email at sotf@sfgov.org.

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LANGUAGE ASSISTANCE



311 Free language assistance / 免費語言協助 / Ayuda gratuita con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuity / 無料の言語支援 / 무료 언어 지원 / ทว“มช่วยเหลือท“งก“ม“โดยไมเส’ยค่าใช้จ่าย / Libreng tulong para sa wikang Tagalog