



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, January 26, 2016
One South Van Ness Ave. 2nd Fl.
Atrium Conference Room

**SPECIAL MEETING
9 A.M.**

SFMTA BOARD OF DIRECTORS

Tom Nolan, Chairman
Cheryl Brinkman, Vice Chairman
Gwyneth Borden
Malcolm Heinicke
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Nolan called the meeting to order at 9:00 a.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke
Tom Nolan
Joél Ramos
Cristina Rubke

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

Chairman Nolan announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. He 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. He 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

None.

5. Citizens’ Advisory Council Report

No report.

6. Presentation and discussion regarding San Francisco’s and the SFMTA’s fiscal outlook, the SFMTA’s Strategic Plan, FY17 and FY18 Base Capital and Operating budgets, the FY17-21 Capital Improvement Program and the communication strategy. (Explanatory documents include a slide presentation. Fulfills Charter Section 8A.102(c)(3) training requirements.)

Ted Egan, City Economist, Ben Rosenfield, Controller and Ed Reiskin, Director of Transportation presented the reports.

Director Heinicke requested information about the next steps and timeline for the Better Market Street plan.

Chairman Nolan requested a history of work orders.

PUBLIC COMMENT:

Peter Straus discussed proposed budget expenditures. Funding Caltrain is not in the base budget. Caltrain is proposing a service increase in the next year which is extremely important as their system is at capacity. When companies realize the cost of the Commuter Shuttle program, they will look for alternatives and will likely shift to Caltrain. Caltrain can't absorb that additional service and it's in San Francisco's best interest for them to do so. For Muni to accommodate more service the SFMTA needs to increase funding for the "Muni Forward" program, add additional service in the evening and provide resources for the equity program. With respect to additional revenue, it's important that funds are flexible.

Bob Allen agreed with Mr. Straus regarding the need for flexibility with new revenue sources. He expressed appreciation to the SFMTA for their leadership and urged the SFMTA to go after development given its' cyclical nature. Residents depend on the transit system. The Equity Strategy needs to be part of the plan. He also expressed appreciation for the conservative nature of the budget.

Edward Mason discussed the impact of the "IT" economy. There's a lot of revenue that is not generated for the city. He suggested that the SFMTA should go back to a zero-based budget and start from scratch. Transit fees are a 75% discount. The Metropolitan Transportation Commission should take a regional approach regarding using express buses on freeways. Commuter shuttle buses continue to operate with no licenses or decals. Bauer continues to violate the rules. The region has to transition to regional buses.

Howard Strassner discussed parking fees. When the City was flush with funds, Sunday parking was discontinued. The Board should reconsider that. The SFMTA has been slow to expand meter hours. Merchants may not like it but it's good for business.

8. Presentation and discussion regarding updates on Transit Services programs including Muni Forward, the Muni Equity Strategy and major capital corridor projects. (Explanatory documents include a slide presentation.)

John Haley, Director, Transit Services, Julie Kirschbaum, Manager, Operations Planning and Scheduling and Vince Harris, Director, Capital Projects and Construction presented the report.

Director Heinicke requested a report on the data, lessons learned and opportunity to expand the Safer Market Street project.

PUBLIC COMMENT:

Howard Strassner commented about issues that additional LRV's may have getting through the subway. The SFMTA must be more efficient and effective about coupling trains. With additional transit improvements on Market Street, there will be 50% more buses on the street which will mean more bunching. The SFMTA needs to avoid bunching as service increases.

Peter Straus applauded the increases in service delivery and programs to improve safety and on-time performance. This isn't the time in the budget process to delete service increases. The two percent service increases are absolutely needed. The Equity Strategy hasn't reached the point where service improvements aren't needed. Improving service in the evening and at night hasn't been addressed.

Bob Allen expressed agreement with Mr. Straus and appreciation for improvements in service delivery and the Equity Strategy. It's too soon to remove additional service increases from consideration. The Equity Strategy is a potential model if it is implemented. Service analyses need to look at the needs of riders. Advocates need to push for more service to address neighborhood needs. The Equity Strategy, when implemented, will build support for new taxes.

Edward Mason encouraged the SFMTA to look at new construction projects in east San Jose. VTA has had many problems with the construction of bus rapid transit which has caused displacement of businesses. VTA is trying to recapture their reputation. Construction management is important for successful delivery.

Angelina Yu expressed appreciation for the concept of equity in transit and it becoming a workable tool. The identified neighborhoods are low income and residents who live in those neighborhoods are transit dependent. When the strategy is implemented, there will be real "quality of life" improvements for residents. The SFMTA budget needs to fund the recommendations of the Equity Strategy.

Peter Cohen expressed appreciation for working with stakeholders on the Equity Strategy. It is important to recognize that there are transit dependent riders and geographies that have different needs than those who have a choice. Transit dependent riders don't have "nine to five" jobs. A transit agency can have lots of new buses, but if it doesn't have the operators to drive those buses, the service won't improve. He expressed hope that the Equity Strategy informs budget decisions.

9. Presentation and discussion regarding updates on Sustainable Street programs including Vision Zero projects and other key planning initiatives. (Explanatory documents include a slide presentation.)

Tom Maguire, Director, Sustainable Streets presented the report.

PUBLIC COMMENT:

Edward Mason discussed corporate commuter buses. They have migrated into the airport. An SFO airporter is operating without a license plate or decal. One citation was issued only because he brought it to the attention of a Parking Control Officer. Bauer has been operating on weight restricted streets in Noe Valley and they don't pull into bus stops. The buses make wide turns, cause traffic stalemates and diesel fumes are harmful to air quality. Tech shuttles are causing displacement.

Kathy DeLuca expressed appreciation for the SFMTA's commitment to Vision Zero. The workshop is a great way to look at progress and strategies. San Francisco has lost as many people this year as last despite the great enforcement efforts. There are eight years left to achieve Vision Zero. Ms. DeLuca encouraged the SFMTA to think big and wondered what San Francisco will have to do to put safety first. It may mean removing travel lanes. It is important to think about how progress is being measured. San Francisco is a Vision Zero leader and focus city.

10. Presentation and discussion regarding updates on Taxis and Accessible Services programs. (Explanatory documents include a slide presentation.)

Kate Toran, Director, Taxis and Accessible Services, presented the report.

PUBLIC COMMENT:

Dave Schneider reported an incident where a cab driver was threatened by a passenger with a pair of scissors. A panic button inconspicuously located in the cab that went directly to the police and vehicle tracking by GPS would help but Ms. Toran said staff wasn't working on that any longer. He inquired as to why. He also said that the "S" permit program needs review by the SFMTA Board of Directors as ending it will deprive the public of service by experienced cab drivers.

11. Discussion regarding budget priorities and trade-offs. (No explanatory documents.)

Ed Reiskin, Director of Transportation and members of the Board discussed the upcoming budget and possible issues and decisions.

PUBLIC COMMENT:

Peter Straus said that revenue enhancement ideas are worth considering. Transit riders support the idea of penalties for cash fares. He was also glad to hear thoughts about restoring fees for Sunday parking but maybe fees should be at a lower rate. Mr. Straus reminded the Board that revenue measures that would be on the ballot this fall could contain an operating component and should be considered in the budget.

12. Public Comment

None.

ADJOURN - The meeting was adjourned at 3:32 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