

NOPNA General Minutes

Sept 21, 2017 7:30pm to 9:00pm

Attendees: approximately 30 people present; Board members: Charles, Jason, Jeff, Tim, Noreen, Leela

Welcome (Charles Dupigney)

Senator Scott Wiener, Representing the 11th Senate District

- As you know, California is pushing back on the many Presidential Executive Orders that are reversing progress made over the last 8 years. We are trying to protect/improve:
 - The environment
 - Healthcare and women's right
 - Transportation and congestion problems in California
 - Poverty - a huge issue; nearly one in four California lives below the poverty line for California
 - He tried to co-author legislation to have President share tax returns
- Things the Senate / Scott working on:
 - Senate Bill 1: \$5.2B into transportation into city and freeways and \$1B in public transportation; it passed with 2/3rd vote so it was very difficult to do but it got done.
 - Passed an innovative carbon emissions initiative
 - funds going to public transportation investments; housing, climate programs
 - it was in jeopardy but with a 2/3rd vote it is pretty safe now legally
 - CA passed a housing legislation: \$4B bond on the ballot for affordable housing
 - Recycling bill sitting on the governor's desk
 - we used to have recycling centers but now we only have 7
 - making it more accessible for people to
 - SB35
 - for communities that are not building to accommodate their housing goals; now this would give them new incentives and uses a process called "streamlining"
 - SB35 is structured by income category; if a city is meeting its market rate goals and not meeting its low income goals, then this would focus funds "streamline" the low income goals
- Questions
 - Q: There are concerns that SB35 will take away the community planning process – can you talk about it? A: There are places in the Bay Area like Marin where there is no housing development. SB35 does not prevent local communities from being active. Complies with the affordable housing but today, it can take 5 years to get the approval to move forward.
 - Q: Does SB35 eliminate public hearings is a concern for communities? A: for market rate housing, the planning process stays the same.
 - Q: If there are affordable housing incentives; how is it benefiting the community? A: There is significant investment in new funding for affordable housing' if there is not enough housing for specific categories (like affordable housing) then the income category that you don't have enough of will be "streamlined"
 - Q: What about tech companies that are building more Corporate offices? A: It is lucrative for cities to allow business to build corporation because cities can get city tax money as opposed as building housing. So, this is a situation we need to understand.
 - Q: At one point, Senator Leno tried to pass a vacancy tax. Are there any "legs" to that bill anymore? A: SF can leverage a vacancy through a vacancy tax.
 - Q: What is being done regarding emergency response?
 - ambulance response has gotten much better
 - 911 is still a problem because there is a shortage of dispatchers; burn out
 - part of the housing crisis is that people that need to be first responders can live in the City- what are we doing about that?
 - Q: what can we be doing to help you? keep our local institutions strong – we are strong supporting community based organizations; CA congressional seats can be flipped – hep drive up democratic participation; phone bank

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Ford Go Bike (Justin) => Moving people around the city.

- Launched back in 2013 as Bay Area Bike Share
- Ford sponsored the program to allow us to grow from 700 bikes to 4,000 bikes in the City; next year will have 7,000 bikes; Growing more bikes in every neighborhood
- pricing
 - \$149 for the whole year; \$3 for a single ride; \$10 for a day pass
 - unlimited 45 min rides; biking from one location to another; not keeping the bike in your possession then dropping it off
- Stations in our neighborhood are located
 - Fell and Center
 - Baker and McAllister
 - Grove & Divisadero
 - Grove & Masonic (coming soon!)
 - Fulton & Broderick (coming soon!)
- 150 trips/day taken in our area; bikes are out all the time so teams rebalance the demand
- Questions
 - Q: do we know if local or tourist people using the system?
 - 70% are California local (Bay Area)
 - Q: why wasn't more thought into putting them off streets? Why weren't they put in the street as opposed to sidewalks? A: ADA requirements don't always allow it; utilities also
 - Q: Are the bike racks movable? Are they here short term or long term? A: The stations are large metal plates and they can be moved. They will be looking at how the bikes are being used.
 - Q: we are getting mixed reviews about the outreach. What are you going to do differently in the future? We are trying to do better community outreach; contacting neighborhoods, supervisors, more documentation, more communication
 - Q/Comment: as you do your outreach, share data that show bike usage
 - Q: what is the schedule for cleaning? A: twice a week; deep cleaning once a month. If notified if there is graffiti; Market street location – enormous an amount of trash is trapped in the bike station.
 - Q: when you established the bike racks, who paid who? Was it a regional agreement? A: Because of the Ford sponsorship, there was a no cost to tax payers. Q: Are you obligated to pay anything to the City? She read that you are making high profits on the bikes. They do pay the city liked metered parking? A: Ford Go Bike is a for-profit company and they have an agreement with the City. Motivate runs the program across the country. There is a Public-Private partnership with the City. MTA is our permitting authority and reviews all locations. Re: Revenue sharing agreement – when the program is profitable, this will not make money for many years but if it makes money, the City will see money if it succeeds.
 - Q: How transparent are the financials? Public-private partnership; data available on their website but how much info was not known by the speaker.
 - Q: Neighbors were shocked at the commercial aspect of the bikes. The size of the logo is too big, especially for San Francisco. It does not really work with a neighborhood with a corporate logos.
 - Q: “public transportation system” – not really. What about people that don't want to use their credit cards. A: You can use a clipper card but you have to have signed up with an account so they can tie the clipper card to a person for responsibility.
 - Q: helmet law requires people under 18 to wear a helmet. so that is under discussion.
 - Q: why is the pricing so high right now? As opposed to bikes in Europe (London, Paris) these programs are subsidized by the government.

Healthy California Campaign (SB 562)

- See handout.

Wrap Up and Thank You (Charles Dupigney)

- Please volunteer for NOPNA and check out our new website!

Meeting adjourned at 9:20pm.