



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

Tuesday, April 19, 2016  
Room 400, City Hall  
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING AND CLOSED SESSION  
1 P.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 1:00 p.m.

### 2. Roll Call

Present: Cheryl Brinkman  
Malcolm Heinicke – absent at Roll Call  
Tom Nolan  
Joél Ramos  
Cristina Rubke

Absent: Gwyneth Borden - with notification

### 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. Approval of Minutes

On motion to approve the minutes of the April 5, 2016 Regular Meeting: unanimously approved (Borden, Heinicke-absent).

### 5. Communications

None.

### 6. Introduction of New or Unfinished Business by Board Members

None.

### 7. Director’s Report (For discussion only)

-Ongoing Activities

Director Reiskin discussed the Annual Bicycle Count Report; Bike and Roll to School Week; Smart City Challenge and the April 20 event.

Director Heinicke arrived.

Sean Kennedy, Transit Planning Manager, reviewed the service changes planned for April 23.

Supervisor Scott Weiner discussed appreciation for the upcoming service changes. He also expressed concern about funneling a huge number of commuter shuttles onto Dolores St. While the Commuter Shuttle program is very important, he disagrees with some of the direction in which the Agency has gone. Every time stops and streets are reduced, the result is a funneling to certain streets which is a significant change to people on those streets. He would like to see more dispersal so certain neighbors don't bear an undue burden.

**PUBLIC COMMENT:**

David Pilpel expressed hope that reports will be made publicly and easily available. To the extent that changes are needed, it is important to monitor and report. Regarding route changes, the maps in shelters and real time information throughout the system needs to be changed. He hopes that is already in the works.

Herbert Weiner stated that there has been an increase in service and improvements but the 2 Clement line has effectively been destroyed. He had to walk a block to the optometrist yesterday. Service can't be tossed off to Paratransit as a quick and dirty solution. People are being sold like commodities on the stock exchange. Muni service should be for everybody and the SFMTA shouldn't play favorites.

**8. Citizens' Advisory Council Report**

No report.

**PUBLIC COMMENT:**

Nancy Wuerfel reviewed her service on various advisory committees. She expressed disappointment that the CAC leadership didn't present a report. It is important to the Parkside and Sunset districts to have transparency. Nobody told the L Taraval group that Mr. Kennedy would present to the CAC. That process isn't going well.

Albert Chow stated that area merchants and residents were given notice in October about L Taraval service. They have not been given a chance to voice their opinion. There has been a lack of transparency about the process. What's being planned is destructive to the community and merchants and is starting to stifle the energy that's starting to grow on Taraval.

Dallas Udouce stated that the L Taraval is being sold in an unclear manner that's not easy to understand. Small businesses will band together and say these changes aren't going to happen and they will come to the Board for help and guidance.

## 9. Public Comment

Joe Valverde discussed the lack of timely payments for Central Subway work. Payment is behind by almost two years. They are part of a minority-owned business. They have change orders that have merit equaling \$789,000. They need to be paid.

Rose Hillson discussed the commuter shuttle program map and restrictions, Caltrans arterial streets and photos of blocks that have weight restrictions. She would like the errors on the map to be corrected and to receive a copy of the final map when it is posted.

Jose Cuevas asked that the medallion fee be waived. The fee will hurt taxi drivers. He wondered what taxi drivers get besides salt in the wound.

Nancy Wuerfel stated that she is a big fan of Muni but is concerned about a recent community meeting. Changes on Taraval St. have to do with safety. She has asked for the safety report showing the number of incidents between riders and traffic but was told the report wasn't available. She inquired as to why anybody wants to withhold information. The Environmental Impact Report wasn't made available to the people. Staff refers to reports that aren't made available to the public.

Carl Macmurdo requested that the State and all insurance companies are provided with directive from Treasurer Cisneros regarding the requirement that Transportation Network (TNC) drivers apply for a business license. There is pervasive insurance fraud. 25,000 vehicles are selling half-price rides. This is an unfair business practice.

Albert Chow stated that there is a transit lane on Taraval that staff wants to take away. The boarding islands are going to be double street car length which wipes out parking for customers. Parking is already at a premium. Over 60% of his customers drive to his business. The SFMTA is trying to put signal lights on Taraval which is not that busy a street. They want to remove six stops which will hurt seniors. They say it will save three minutes but people with disabilities will have to take that time to walk the extra time anyway.

Edward Hasbrouck stated that there's a systemic problem. The final proposal to change a street has to be posted on the block so anybody who is on the block can see it. There is no standard protocol to post notices on the streets. He urged staff to act on this and the Board to direct staff to post notices on the block.

Dallas Udouce stated that he's asked for an economic impact report for businesses but staff told him they don't have those reports. Staff wants to improve time in the West Portal tunnel but the tunnel is jammed and then vehicles stop in front of his business.

Namdev Sharma stated that staff wants to sell medallions and destroy the value of medallions. Driving a cab in San Francisco was well protected and out of town taxicabs weren't allowed to drive. Staff tries to write rules for taxi drivers but knows nothing about the life of a taxi driver and what it takes to drive. Taxi drivers are slaves of the SFMTA. The SFMTA must stop Uber and Lyft or taxi drivers want their money back.

Marcelo Fonseca stated that medallion holders are upset with a budget that includes payment of the annual medallion fee. This is creating more anger and animosity in an industry that is barely staying afloat. He urged the Board to reconsider the fee. Taxi drivers can't afford the fee.

Mark Gruberg stated that they were caught unaware that the taxi fees were back in the budget. They had been waived the previous year. He hears that there's a \$17m reserve and higher revenues are expected. He urged the Board to defer all fees until early next year. Taxi drivers need help. The SFMTA took \$100M from the taxi industry and the industry needs the SFMTA's help now. He expressed support for ending the 8000 medallion program. It should be phased out. He expressed opposition to converting S medallions or leasing them and thinks that the S medallion holders should play out their careers with dignity and respect,

Herbert Weiner took exception to the comment made by Director Ramos saying that everybody has to give a little in the budget. He stated that people have given up a lot and wondered what they were getting in return. Getting the Board in return isn't enough. Cyclists gave up nothing. The Board members should give up \$1000 year. This is an inequitable arrangement. Riders have given up more than enough.

Tom Diesso asked the Board to reconsider the rule about taking app orders or having to join Flywheel. It won't suit his business model and is governing by collusion which is totally wrong. About 70% of their taxi drivers are already on FlyWheel. His company is doing at least 1,000 app calls as well as 68,000 orders per month by phone.

Alikwani stated that taxi drivers can't afford to pay their mortgage or rent or anything. Taxi drivers pay a \$5 airport fee and make \$50-\$60 for 18 hours work. He wants to quit and asked the Board to buy his medallion from him. He was pushed to buy a medallion but he can't continue and can't handle it.

Inderjit Ghotra asked that Uber be stopped from taking people to the airport. Taxi drivers have to wait for more than two hours. If they can't be stopped, they should be regulated so they can't charge less than a taxi driver. The SFMTA sold the industry taxi medallions and now it needs to protect the cab industry. On Mission St., there are new signs saying "no left turn." Cab drivers need to make turns to pick up customers. The medallion fee is ridiculous. Please stop Uber.

Lawrence Rosenbluth stated it's difficult to drive a cab in San Francisco as they are totally regulated. He got a medallion and then came Uber and Lyft who got away with anything they wanted without regulation. He's having a hard time making ends meet. The SFMTA set 30,000 TNCs on the street and now it wants to charge taxis a \$1000 renewal fee. He can't afford it.

Kamaljit Singh stated that he wants his medallion fee is back. Taxi drivers don't make money. They make only \$40-50 per night. He doesn't want to drive.

Tone Lee stated there are too many cab drivers. He is opposed to the 8000 series medallion being reissued. It will hurt cab drivers incomes. He feels misled by the taxi office. He was told the 8000 medallions wouldn't go to the airport but then that changed. He was kicked out of a meeting as if he was homeless.

Hussein Bacier stated taxi drivers can't afford to drive and they have nobody to fight for them. The Cab detail was hitting on cab drivers. The 8000 medallions are making it worse. They can't stop making payments and they don't have the money and yet they have responsibilities. They have a miserable life.

David Pilpel discussed CEQA and expressed appreciation for the calendar items that list environmental review documents. He urged the inclusion of environmental documents in the board packet. It's difficult to navigate the Planning Department website. He stated that at least one item on the agenda was an approval action but that wasn't noted.

Michael Keating expressed appreciation for the support of the SFMTA to allow Scoots to park in Residential Parking Permit areas and in public garages. San Francisco has the largest electric transportation system in U.S. There is a huge demand for fast, affordable and green transportation. Riders have to be able to pick up and drop off their Scoot near where they're going. He asked that they be allowed to expand to 1,000 vehicles and to expand parking.

Eli Saddler stated that Scoots is excited. Their riders are happy and about 700 have asked for minor changes to the rules, such as expanding Residential Parking Permits. Right now people are restricted to parking at curbs of less than three feet. Parking should be expanded to other areas where there are little bits of curb that nobody is using. Scoots gets people where they need to be. Along the lines of van pool permits, there should be a citywide permit that allows Scoots to park at motorcycle spots.

Emil Lawrence stated that three years ago his income as a ramped taxi driver dropped and it hasn't returned. Two years ago, it was reported there were 27,000 TNC's on the street and the SFMTA could no longer sell medallions because there were no buyers. Several months ago, it was reported there are 37,000 TNC's on street. The mayor of New York City says 20% of their gridlock is due to TNC's but the SFMTA does nothing. Taxi drivers are sleeping and living in their taxis and Treasurer Cisneros just started taxing TNCs.

Daniel Fross stated that taxis have been regulated to death and have been suffering since 1978. He urged the Board not to charge taxis \$1,000. Yellow Cab is in bankruptcy. It is patently unfair to discriminate against a medallion holder since 1978. 70% of all redemptions are going to other folks. He was told it would be five years before he can retire.

Khin Madng Htwe expressed opposition to reissuing the 8000 series medallions and the S medallions. It's unfair and the situation has created anger among taxi drivers.

Tony Fletcher asked for a reduction in the medallion renewal fees. In a situation where cab drivers are competing against companies with a huge investment in capital, nobody knows how profitable they are but all they're doing is building market share. The cab industry can't compete and thus is not doing very well. If the SFMTA doesn't have to impose fees, it would be a gesture to an industry that's been around and has had a function for a long time. They need help to stay afloat.

Jeet Ghotra stated that cab drivers can't keep their business. They paid \$250,000 to buy a medallion and then the "8000" and "S" medallions were issued. They can't make a living and can't compete with TNCs because they're cheap. They want their money back.

Stuart Seligson stated that last Friday, he found out that Uber drivers are subject to business regulation in San Francisco. Nothing has happened with that. He also noted that TNC's have cars scattered around the City as part of their business plan. They don't keep TNC cars in a lot and send them out when there's a call. They don't pay commercial insurance, which is incredible. Taxi drivers have a hard time competing because they have to pay commercial insurance. It's time to loosen the purse, get a good attorney and clarify the relationship between the CPUC and the City and County of San Francisco regarding regulatory powers.

Patricia Vaughey commented that she has heard the same line throughout public comment. It's discrimination – with the SFMTA versus seniors, cab drivers and small businesses. She's discriminated against because she can't walk long distances. Cyclists don't have to buy a license or be regulated but they cause problems. The SFMTA needs to look at issues related to fairness, the right to work and the right to access services. This is becoming a common statement at these meetings.

Mikhail Chernobilitzky stated that most taxi drivers have never driven. Now they want to take the piece of medal as a souvenir. Companies don't want to take medallions. The SFMTA needs to take care of traffic flow and not people's social benefits. Everybody should do their job.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7<sup>th</sup> FLOOR.

#### CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Brian Leamy vs. CCSF, Superior Ct. #CGC14543488 filed on 12/31/14 for \$750

#### RESOLUTION 16-046

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – BUS ZONE – California St., south side, from 6<sup>th</sup> Ave. to 100 feet easterly.
- B. ESTABLISH – RESIDENTIAL PARKING PERMIT ELIGIBILITY, AREA Q – 133 to 137 Baker Street.
- C. ESTABLISH – RESIDENTIAL PARKING PERMIT ELIGIBILITY, AREA Q – 241 Central Avenue.
- D. ESTABLISH – RESIDENTIAL PARKING PERMIT ELIGIBILITY, AREA U – 1330 Howard Street.
- E. RESCIND – RESIDENTIAL PARKING PERMIT ELIGIBILITY, AREA G – 1634 to 1690 Pine Street.
- F. RESCIND – 4-HOUR PARKING, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMIT, SIGNS ONLY – ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMIT, SIGNS ONLY – Minnesota Street, east side, from 18<sup>th</sup> Street to 200 feet southerly; Minnesota Street, east side, between 19<sup>th</sup> Street and 20<sup>th</sup> Street; Minnesota Street, both sides, between 20<sup>th</sup> Street and 22<sup>nd</sup> Street; Minnesota Street, east side, from 22<sup>nd</sup> Street to 200 feet southerly; Tennessee Street, both sides, from 22<sup>nd</sup> Street to 530 feet northerly; Tennessee Street, both sides, between 22<sup>nd</sup> Street and Tubbs Street; 19<sup>th</sup> Street, south side, between Minnesota Street and Tennessee Street; and 22<sup>nd</sup> Street, both sides, between Minnesota Street and Tennessee Street.
- G. ESTABLISH – NO RIGHT TURN, 7:30 AM TO 8:30 AM AND 2 PM TO 4 PM, SCHOOL DAYS – Buchanan Street, southbound, at Broadway.
- H. ESTABLISH – NO PARKING ANY TIME – 20<sup>th</sup> Street, north side, from 63 feet to 112 feet east of Pennsylvania Avenue.
- I. ESTABLISH – STOP SIGN – Yorba Street, westbound, at 36<sup>th</sup> Avenue.
- J. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4 PM TO 8 PM, MONDAY THROUGH FRIDAY – Fell Street, north side, from Laguna Street to 80 feet westerly; Dolores Street, east side, from 25 feet to 155 feet north of 19<sup>th</sup> Street; and Dolores Street, east side, from 29<sup>th</sup> Street to 80 feet northerly.
- K. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from Grove Street to 80 feet southerly; Oak Street, south side, from Steiner Street to 80 feet easterly; Dolores Street, west side, from 40 feet to 120 feet south of 18<sup>th</sup> Street; and Dolores Street, west side, from 29<sup>th</sup> Street to 130 feet southerly.
- L. ESTABLISH – TOW-AWAY NO STOPPING, PART-TIME BUS ZONE, 6 AM TO 8 PM, MONDAY THROUGH FRIDAY – Broadway, north side, from Grant Ave to 100 feet westerly.
- M. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – 16<sup>th</sup> Street, south side, from Sanchez Street to 80 feet easterly.
- N. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4 PM TO 8 PM, MONDAY THROUGH FRIDAY – 16<sup>th</sup> Street, north side, from Sanchez Street to 73 feet westerly.
- O. ESTABLISH – PART TIME BUS ZONE, 6 AM TO 8 PM, MONDAY THROUGH FRIDAY – 9<sup>th</sup> Street east side, from Market Street to 92 feet southerly.
- P. ESTABLISH – TOW AWAY NO STOPPING PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM AND 4PM TO 8PM, MONDAY THROUGH FRIDAY –



Fell Street north side, from Masonic Street to 116 feet westerly; and Brannan Street, north side, from 32 feet to 153 feet west of 4<sup>th</sup> Street.

- Q. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Powell Street, west side, from Union Street to 129 feet northerly; Church Street, west side, from 15<sup>th</sup> Street to 100 feet northerly; and Church Street, east side, from Market Street to 80 feet northerly.
- R. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4PM TO 8PM, MONDAY THROUGH FRIDAY – Powell Street, east side, from Filbert Street to 40 feet northerly.
- S. REVOKE – BLUE ZONE – “816” Bryant Street, north side, from 22 feet to 44 feet east of Harriet Street.
- T. ESTABLISH – BLUE ZONE – “815” Bryant Street, south side, from 15 feet to 35 feet east of Harriet Street, removing parking meter stall #813G.
- U. REVOKE – BLUE ZONE – “869” Bryant Street, south side, from 62 feet to 84 feet east of Gilbert Street.
- V. ESTABLISH – BLUE ZONE – “881” Bryant Street, south side, from 13 feet to 33 feet east of Harriet Street, removing parking meter stall #857G. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Item 10.2 J, K, P and Q were removed from the agenda at the request of members of the public.

**PUBLIC COMMENT:**

Members of the public expressing opposition to Items 10.2 J and K: Steve Carson, Janet Burgess, Cyril Isnard, John Giordano, Olga Milan-Howells, Paul Bernier, Edward Mason, Warren Howells, Jamie Ellenberger, Jack McNeal, Mary Lee McNeal, Christopher Faust, Ruth Maginnis, Anastasia Yovanopoulos, Leah Tracy, and Patricia Vaughey

Members of the public expressing opposition to Item 10.2 P: Suzanne Epstein, Matthew Green, and Patricia Stauber

Members of the public expressing opposition to Item 10.2 Q: Hank Lim

The Board did not act on Items 10.2 J and K as it relates to commuter shuttle stops on Dolores Street. The Board requested that staff look at weight restrictions on Guerrero Street and return to the Board with a proposal.

**RESOLUTION 16-047**

On motion to approve Item 10.2 K (as it relates to Oak Street) P and Q:

ADOPTED: AYES – Brinkman, Nolan, Ramos and Rubke

NAYES – Heinicke

ABSENT - Borden

(10.3) Approving parking and traffic modifications to correct the directional inaccuracies in two parking and traffic modifications along the 30 Stockton Muni transit corridor as follows:

- A. RESCIND – BUS ZONE- Chestnut Street, north side, from Pierce Street to 75 feet westerly; Chestnut Street, south side, from Gough Street to 75 feet easterly; Chestnut Street, north side, from Gough Street to 75 feet westerly.
- B. ESTABLISH – LEFT-TURN LANE - Chestnut Street, westbound, at Fillmore Street. (Explanatory documents include a staff report, environmental documents and resolution.)

Item 10.3 was removed from the agenda at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing opposition: Patricia Vaughey

RESOLUTION 16-048

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

(10.4) Approving parking and traffic modifications to implement new bus terminals and bus stops for the 1 California, 28R 19<sup>th</sup> Ave Rapid, 1BX California Express transit lines in support of Muni Forward Service Improvements as follows:

- A. ESTABLISH – BUS ZONE (1 California) - California Street, south side, from 6<sup>th</sup> Ave to 100 feet easterly
- B. ESTABLISH – TOW-AWAY NO STOPPING EXCEPT MUNI, MONDAY THROUGH FRIDAY, 6:30 AM TO 10:00 AM - Geary Boulevard, north side, from 5th Avenue to 121 feet easterly
- C. TOW-AWAY, NO STOPPING, MONDAY THROUGH FRIDAY, 6:30 AM TO 10:00 AM - 6th Avenue, east side, from Geary Boulevard to 54 feet northerly
- D. ESTABLISH – BUS ZONE - Arch Street, west side, from Alemany Boulevard to 100 feet northerly Alemany Boulevard, north side, from Arch Street to 100 feet easterly. (Explanatory documents include a staff report, environmental documents and resolution.)

Item 10.4 was removed from the agenda at the request of a member of the public. The member of the public who made the request was not present when the item was called.

RESOLUTION 16-049

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

(10.5) Authorizing the Director to accept and expend up to \$497,762 in FY 2016/17 Transportation Development Act, Article 3 funds for bicycle and pedestrian project categories. (Explanatory documents include a staff report, application and resolution.)

RESOLUTION 16-050

On motion to approve the Consent Calendar (Items 10.2 J, K, P and Q, 10.3 and 10.4 severed):

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

REGULAR CALENDAR

11. Approving parking and traffic modifications to implement the Twin Peaks Boulevard Figure Eight Pilot Project from June 1, 2016 to May 31, 2018 as follows:

- A. ESTABLISH - ROAD CLOSURE, EXCEPT PEDESTRIANS AND BICYCLES - Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to 1,700 feet southerly (closes existing northbound one-way portion of figure eight loop to vehicles)
- B. ESTABLISH - TWO WAY STREET - Twin Peaks Boulevard, western alignment, from Christmas Tree Point Road to 1,500 feet southerly (converts existing southbound one-way portion of figure eight loop to two-way operation) (Explanatory documents include a staff report, overview, environmental documents and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Tom Maguire, Director, Sustainable Streets, Melinda Stockman, Project Manager, Recreation and Park Department and Cameron Beck, Project Manager, Twin Peaks Boulevard Pilot Project presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Bob Siegel, Christopher Bowns, Julia Raskin, Karen Allen, and Sasha Magee

Members of the public expressing opposition: Jack Vogensen, Frances Gorman, Ilya Kaltman, Jeffrey Perrone, John Rockwell, Edward Hasbrouck, Denise Greenberg, Susannah Robbins, and Phil Siegel

RESOLUTION 16-051

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

12. Approving the implementation of an extensions in daily service hours for portions of 44 O’Shaughnessy and 48 Quintara-24th Street during the Owl time period and the Title VI Equity Analysis. (Explanatory documents include a staff report, analysis, environmental documents, slide presentation and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Julie Kirschbaum, Manager of Operations Planning and Scheduling, presented the item.

PUBLIC COMMENT:

Members of the public expressing opposition: Neil Lucey and Matthew Delco

RESOLUTION 16-052

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

13. Authorizing the Director to award Contract No. SFMTA 2015-36, Agreement for Procurement, Implementation and Maintenance of a Parking Access and Revenue Control System with Skidata, to provide the equipment, software and professional services required to install and maintain a new access and revenue-control system at 22 parking facilities, for an amount not to exceed \$19,848,007, for a total contract term ending June 30, 2029. (Explanatory documents include a staff report, analysis, contract and resolution. The proposed action listed is an Approval Action as defined by S.F. Administrative Code Chapter 31.)

Ted Graff, Director, Parking, presented the item.

No public comment.

RESOLUTION 16-053

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

14. Adopting the Disadvantaged Business Enterprise Availability, Utilization, and Disparity Study; and approving seeking a Disadvantaged Business Enterprise Program waiver from the Federal Transit Administration for implementing the Study’s programmatic recommendations. (Explanatory documents include a staff report, resolution and study.)

Virginia Harmon, Manager, Contracts and Procurement, Mara Rosales, Mara Rosales & Associates and Nancy West, Exstare Federal Services presented the item.

**PUBLIC COMMENT:**

Members of the public expressing support: Ken Castle and Derf Butler

Members of the public expressing opposition: Stan Moy

**RESOLUTION 16-054**

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Nolan, Ramos and Rubke

ABSENT - Borden

15. Discussion and vote pursuant to Administrative Code Section 67.10(d) as to whether to conduct a closed session.

On motion to invoke the attorney-client privilege: unanimously approved (Borden–absent).

**RECESS REGULAR MEETING AND CONVENE CLOSED SESSION**

**CLOSED SESSION**

**1. Call to Order**

Chairman Nolan called the closed session to order at 5:30 p.m.

**2. Roll Call**

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

Absent: Gwyneth Borden - with notification

Also present: Ed Reiskin, Director of Transportation

Roberta Boomer, Board Secretary  
Susan Cleveland-Knowles, Deputy City Attorney  
Donald Ellison, Director of Human Resources & Payroll

3. Pursuant to Government Code Section 54957.6(a) and Administrative Code Section 67.8, the Municipal Transportation Agency Board of Directors shall meet in closed session for:

CONFERENCE WITH LABOR NEGOTIATOR

CCSF Representative: and/or his designee: Donald Ellison

Employee Organizations: Transport Workers Union, Local 200

To discuss:

- Wages
- Hours
- Benefits
- Working Conditions
- Other

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION - The closed session was adjourned at 5:33 p.m.

16. Announcement of Closed Session.

Chairman Nolan announced that the SFMTA Board of Directors met in closed session to discuss labor negotiations but took no action.

17. Motion to disclose or not disclose the information discussed in closed session.

On motion to not disclose the information discussed: unanimously approved (Borden-absent).

ADJOURN - The meeting was adjourned at 5:34 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

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31:  
For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA

determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

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](http://sfgov.org/ethics).