



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, March 6, 2018
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

**REGULAR MEETING AND CLOSED SESSION
1 P.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 1:02 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
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. Approval of Minutes

On motion to approve the minutes of the February 20, 2018 Regular Meeting: unanimously approved (Ramos-absent).

5. Communications

Board Secretary Boomer stated that Item 10.2 P, Q, and R had been removed from the agenda at the request of staff.

6. Introduction of New or Unfinished Business by Board Members

Director Brinkman asked staff to invite Peter Albert and some of his students to a Board meeting to talk about the work he is doing teaching school kids how to ride and use Muni.

Director Ramos arrived.

7. Director’s Report (For discussion only)

- Special Recognition Award
- Update on Vision Zero

-Ongoing Activities

Sonali Bose, Director, Finance and Information Technology recognized Mike Hanrahan, Assistant Manager, Administrative Hearings.

Ed Reiskin, Director of Transportation, discussed Vision Zero education program funding and showed a video clip, the Cable Car Gearbox Rehabilitation Project, the Twin Peaks Tunnel Project, the Inner Sunset Streetscape Project, the installation of a second elevator at the Castro St. station, Sunday Streets 10th season, Play Streets, and 17th St. parking options.

Director Ramos asked staff to report back regarding the economic impact, trade-offs, and benefits of Sunday Streets events.

Director Rubke asked staff to discuss plans for future elevator work.

PUBLIC COMMENT:

David Pilpel noted Mr. Hanrahan's retirement. Honorees should stay so the public can appreciate them publicly. Mr. Hanrahan has always been fair and impartial. Mr. Pilpel asked for a better understanding of passenger impacts on big construction projects and asked that the information be on the website. Various projects have passenger impacts and he is not aware of a public facing document that discusses shutdowns and synergies among projects. Mr. Reiskin didn't mention the Better Market St. public workshops nor budget workshops in his report.

Matt Brezina expressed appreciation for the 17th St. bikeway. He and his family appreciate the bike lane. The most dangerous section of 16th St. near Sanchez isn't being looked at. Cars are moving aggressively. There's an opportunity for a protected bike lane and for angled parking. There's a neighborhood library in the middle of Sanchez. The street needs to be slowed down.

Tom Gilberti suggested steam cleaning the inside of the subway elevators. He asked for future elevators to be placed in view of the station agent booth. The Van Ness station elevator is a haven for drug users. He inquired if the crossovers at West Portal could handle four new trains. He asked for level access to the Castro St. elevator. He suggested setting up car share for Giants games.

Chairman Brinkman asked staff to report back regarding safety improvements for 16th St. near Sanchez.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Robert Cesana asked the Board to be nicer to taxis. The Board must remember that the Board of Supervisors concluded that 40% of the population of San Francisco will be elderly citizens within the next 20 years. It must be in the SFMTA's plans to have taxis. Uber has told drivers that they can't have any physical contact with their passengers. Taxis are needed to help an increasingly older population. The SFMTA should look at London taxis that can take a wheelchair.

Maelig talked about the lack of biking infrastructure on the west side of the city. The Sunset has been excluded from bike share stations. The Sunset is forgotten and excluded. He asked the SFMTA to expand Jump Bikes' service area. The only way to get people out of their cars is to offer reliable options.

Tim Gilberti stated that wheelchair users must be strapped in when the bus is missing a wheel lock. This delays the bus. There are too many new buses without a wheel lock. Wheelchair users would appreciate having them.

Herbert Weiner expressed concern about transit riders, bike riders, and the Vision Zero people who have more power than a regular citizen. Seniors are going to be a significant population in 20 years. He's concerned that they'll have to walk ¼ mile to a bus stop and some won't even be able to do that. This must be addressed. The other problem is that cyclists are riding illegally on the sidewalk and they should be cited. Cyclists don't have a driver's license but they have other forms of identification. They should have licenses because they are moving vehicles. They should pay their fair share.

Matt Brezina discussed 2nd Street. There isn't a protected bike lane along a certain segment and it's forgotten. He showed a video of a situation on 2nd St. where a cyclist was in danger. He asked the Board to look at Folsom Street between 11th and 13th.

Chairman Brinkman asked staff to report back regarding plans for Folsom Street between 11th and 13th.

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. 7th 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. Vadim Smirnov vs. CCSF, Superior Ct. #CGC16554415 filed on 9/22/16 for \$12,500
- B. William Brown vs. CCSF, Superior Ct. #CGC17558729 filed on 5/8/17 for \$14,500
- C. Terrence Blank vs. CCSF, Superior Ct. #CGC16556194 filed on 12/29/16 for \$25,000
- D. Lindsey Dvorak vs. CCSF, Superior Ct. #CGC17562370 filed on 11/8/17 for \$35,000
- E. NaNoshka Johnson vs. CCSF, Superior Ct. #CGC16555503 filed on 11/23/16 for \$40,000
(Explanatory documents include a resolution.)

RESOLUTION 180306-033

(10.2) Making environmental findings and approving the following parking and traffic modifications:

- A. ESTABLISH – STOP SIGNS – Baden Street, northbound and southbound, at Mangels.
- B. ESTABLISH – STOP SIGNS – 18th Street, eastbound and westbound, at Minnesota Street.
- C. ESTABLISH – NO PARKING ANYTIME – Innes Avenue, north side from Middle Point Road to 25 feet easterly.
- D. EXTEND – BUS ZONE – 48th Avenue, west side, from the north curb line of Geary Boulevard to 20 feet southerly.
- E. ESTABLISH – TRANSIT BULB – Divisadero St., west side, from Clay St. to 35 feet northerly.
- F. RESCIND – BUS ZONE – Divisadero St., west side, from 35 feet to 100 feet north of Clay St.
- G. ESTABLISH – NO PARKING ANYTIME – San Anselmo Avenue, south side, from Santa Ana Avenue to 45 feet easterly; San Anselmo Avenue, north side, from Portola Drive to 30 feet easterly; and Santa Ana Avenue, east side, from San Anselmo Avenue to 30 feet southerly.
- H. RESCIND – NO LEFT TURN, TRUCKS OVER 22 FEET – Naples Street, northbound, at Russia Avenue; Naples Street, southbound, at Russia Avenue; Russia Avenue, eastbound, at Naples Street; Russia Avenue, westbound, at Naples Street; Naples Street, northbound, at Excelsior Avenue; Naples Street, southbound, at Excelsior Avenue; Excelsior Avenue, eastbound, at Naples Street; and Excelsior Avenue, westbound, at Naples Street.
- I. RESCIND – TOW-AWAY, NO PARKING ANYTIME – Naples Street, west side, from Russia Avenue to 15 feet southerly; Naples Street, west side, from Russia Avenue to 15 feet northerly; Naples Street, east side, from Russia Avenue to 15 feet southerly; Naples Street, east side, from Russia Avenue to 15 feet northerly; Russia Avenue, south side, from Naples Street to 20 feet westerly; Russia Avenue, south side, from Naples Street to 25 feet easterly; Russia Avenue, north side, from Naples Street to 15 feet westerly; Russia Avenue, north side, from Naples Street to 34 feet easterly; Naples Street, west side, from Excelsior Avenue to 20 feet southerly; Naples Street, west side, from Excelsior Avenue to 15 feet northerly; Naples Street, east side, from Excelsior Avenue to 29 feet southerly; Naples Street, east side, from Excelsior Avenue to 15 feet northerly; Excelsior Avenue, south side, from Naples Street to 25 feet westerly; Excelsior Avenue, south side, from Naples Street to 30 feet easterly; Excelsior Avenue, north side, from Naples Street to 15 feet westerly; and Excelsior Avenue, north side, from Naples Street to 15 feet easterly.
- J. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Folsom Street, south side, from 12th Street to 10 feet easterly; Folsom Street, south side, from Norfolk Street to 20 feet westerly; and Folsom Street, south side, from Norfolk Street to 16 feet easterly.
- K. ESTABLISH – NO PARKING ANYTIME – Seneca Avenue, south side, from Mission Street to 39 feet westerly.
- L. ESTABLISH – NO PARKING ANYTIME – Arkansas Street, east side, from 17th Street to 137 feet northerly.
- M. ESTABLISH – RED ZONE – Austin Street, south side, from Polk Street to 44 feet westerly.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Austin Street, south side, from 133 feet to 163 feet east of Van Ness Avenue.
- O. ESTABLISH – SHARED STREET – Austin Street, from Polk Street to 34 feet westerly.
- P. ESTABLISH – UNMETERED GENERAL PARKING, 2 HOUR TIME LIMIT, 8 AM TO 6 PM MONDAY THROUGH SATURDAY – Taraval Street, north side, from 33rd Avenue

to 34th Avenue; Taraval Street, south side, from 33rd Avenue to 34th Avenue; Taraval Street, north side, from 34th Avenue to 35th Avenue; Taraval Street, south side, from 34th Avenue to 35th Avenue; Taraval Street, north side, from 25 feet to 140 feet west of 35th Avenue; and Taraval Street, south side, from 35th Avenue to 36th Avenue.

- Q. ESTABLISH – UNMETERED GENERAL PARKING, 4 HOUR TIME LIMIT, 8 AM TO 6 PM MONDAY THROUGH SATURDAY – Taraval Street, south side, from 43rd Avenue to 44th Avenue; Taraval Street, north side, from 44th Avenue to 45th Avenue; Taraval Street, south side, from 45th Avenue to 46th Avenue; Taraval Street, north side, from 46th Avenue to 47th Avenue; and Taraval Street, south side, from 46th Avenue to 47th Avenue.
- R. ESTABLISH – GREEN METERED PARKING, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM MONDAY THROUGH SATURDAY AND RESCIND – TRANSIT BOARDING ISLAND AND TOW-AWAY NO STOPPING ANYTIME – Taraval Street, north side, from 25th Avenue to 24 feet westerly (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 P, Q, and R were removed from the agenda at the request of staff.

RESOLUTION 180306-34

(10.3) Adopting a Resolution of Local Support for the Safe Routes to School Non-Infrastructure Project, to be funded from a FY 2019 One Bay Area Grant 2 grant in the amount of \$2,813,264 from the Metropolitan Transportation Commission. (Explanatory documents include a staff report and resolution.)

RESOLUTION 180306-35

(10.4) Authorizing the Director to execute a lease agreement for the SFMTA Parking Enforcement Section with the Trustees of the Murphy Trust and Christopher J. Harney, as landlord, for 505 7th Street and 899 Bryant Street, including the adjacent paved parking area, in the amount of \$6,826,919.32, for a five-year term with four one-year extension option. (Explanatory documents include a staff report, resolution and agreement. The proposed action listed above is the Approval Actions as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 180306-36

(10.5) Approving a non-exclusive license with Recycle for Change to authorize placement of textile-recycling donation receptacles at designated parking garages and parking lots administered by the SFMTA, including California/Steiner parking lot at 2450 California Street; Mission Bartlett Garage at 3255 21st Street; and Noe Valley parking lot at 4061 24th Street, at no cost to the City. (Explanatory documents include a staff report, resolution and agreement.)

Item 10.5 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT:

Members of the public expressing support: David Pilpel and Alexandra Bradley

RESOLUTION 180306-37

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke, and Torres

On motion to approve the Consent Calendar (Item 10.2 P, Q and R removed and 10.5 severed):

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke and Torres

REGULAR CALENDAR

11. Approving a parking protected bikeway and parking and traffic modifications along 8th Street between Harrison Street and Townsend Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY – 8th Street, southbound from Harrison Street to Townsend Street
- B. ESTABLISH – CLASS III BIKEWAY – 8th Street, northbound from Townsend Street to Brannan Street
- C. RESCIND – BUS ZONE – 8th Street, west side, from Harrison Street to 75 feet southerly; 8th Street, west side, from 100 feet to 240 feet north of Brannan Street
- D. RESCIND – BUS FLAG STOP – 8th Street, west side, north of Townsend Street
- E. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from 45 feet to 109 feet south of Harrison Street; 8th Street, west side, from 136 feet to 238 feet south of Brannan Street
- F. ESTABLISH – GENERAL METERED PARKING – 8th Street, both sides, between Harrison Street and Bryant Street
- G. RESCIND – METERED MOTORCYCLE PARKING – 8th Street, east side, from Townsend Street to 20 feet northerly
- H. RESCIND – BLUE ZONE – 8th Street, west side, from Bryant Street to 21 feet southerly
- I. ESTABLISH – BLUE ZONE – Harrison St., north side, from 6 feet to 27 feet west of 8th St.
- J. RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 8th Street, west side, from 113 feet to 218 feet south of Bryant Street
- K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 8th Street, west side, from 137 feet to 237 feet north of Brannan Street
- L. ESTABLISH – METERED YELLOW ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 20 feet to 72 feet south of Bryant Street; 8th Street, west side, from 212 feet to 292 feet south of Harrison Street
- M. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 130 to 163 feet north of Townsend Street
- N. ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 127 to 169 feet north of Townsend Street
- O. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 8th Street, west side, from 161 feet to 212 feet south of Harrison Street; 8th Street, west side, from Bryant Street to 260 feet northerly; 8th Street, west side, from Bryant Street to 20 feet southerly; 8th Street, west side,

- from 72 feet to 136 feet south of Bryant Street; 8th Street, west side, from 199 feet to 316 feet south of Bryant Street; 8th Street, east side, from Townsend Street to 20 feet northerly; 8th Street, west side, from Townsend Street to 77 feet northerly
- P. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from Brannan Street to 137 feet
 - Q. RESCIND – GREEN METERED PARKING, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, east side, from 30 feet to 72 feet north of Townsend Street; 8th Street, east side, from 201 feet to 277 feet north of Townsend Street; 8th Street, west side, from 85 feet to 127 feet north of Townsend Street; 8th Street, west side, from 169 feet to 211 feet north of Townsend Street
 - R. ESTABLISH – MIDBLOCK CROSSWALK – 8th Street, approximately 110 feet south of Harrison Street; 8th Street, approximately 250 feet south of Harrison Street; 8th Street, approximately 135 feet south of Bryant Street; 8th Street, approximately 165 feet south of Brannan Street; 8th Street, approximately 150 feet north of Townsend Street, and
 - S. ESTABLISH – NO TURN ON RED – Brannan Street, eastbound, at 8th Street. (Explanatory documents include a staff report, outreach materials and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

Alan Uy, Project Manager, 8th Street Safety Project, Phase Two, presented the item.

PUBLIC COMMENT:

Members of the public expressing support: Steven Solomon, Yi Wen, Charles Deffarges, Josie Ahrens, and Matt Brezina

Members of the public expressing opposition: David Pilpel,

Board members asked staff to consider bike lanes paint treatments across intersections and at driveways, making intersections as safe as possible, adding level crossings from a transit boarding island to the crosswalk for pedestrians, and moving the bus stop at 8th and Bryant to the far side and installing a transit boarding island.

RESOLUTION 180306-38

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke, and Torres

12. Making environmental review findings and awarding Contract No. 1305, UCSF Platform and Track Improvement Project to Balfour Beatty Infrastructure for construction of safety, accessibility, and transit reliability improvements, in the amount of \$33,249,065, and for a term of 365 days and approving a traffic signal system for 3rd Street at Campus Lane. (Explanatory documents include a staff report, financial plan, environmental documents and resolution.)

Cathal Hennessey, Project Manager, and Matt Brill, Manager, Special Events, presented the item.

PUBLIC COMMENT:

Members of the public expressing neither support nor opposition: David Pilpel

RESOLUTION 180306-39

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke, and Torres

13. Presentation and discussion of the FY 2019 and FY 2020 Operating Budget, including possible modifications to various fares, fees, fines, rates and charges; possible new revenue and expenditure sources and reductions; discussion of the FY 2019 and FY 2020 Capital funding through development fees and Population-based General Fund allocation, expanding the institutional pass program, creating a bulks sales discount, adding a single ride low income fare, one-day pass (Muni only), and reducing the visitor passport fare, and adding new fees for planning/development analysis review and development project review, Clipper card replacement, travel shows promoting San Francisco, eliminating fees for television series, etc. by non-profits and government agencies, replacement of lost SFMTA badges, and recovering fees for citations referred for Department of Motor Vehicle registration holds. (Explanatory documents include a staff report, charts, comparisons, policies and reports.)

Edward Reiskin, Director of Transportation, presented the item.

PUBLIC COMMENT:

Robert Cesana asked the Board to waive the fee for all medallion holders instead of doing what was done last year. Every time taxis are pushed down it costs the SFMTA money. It costs time to load buses with wheelchair users. The SFMTA must realize that the taxi industry is an important part of the City and for an increasing percent of the population.

Marcelo Fonseca stated that a taxi medallion used to generate a decent income and was considered retirement income. Back then, a fee made sense, but now, the SFMTA is using taxis as a cash cow. Five years after allowing Transportation Network Companies (TNCs) to operate without medallions, taxi driver income has dropped by 70-80%. It is fair to ask the SFMTA to consider the struggles the taxi industry has faced and either waive or lower the fee until a more level playing field can be achieved.

Tara Housman stated that she's being paid \$4800/year for her medallion. It used to be much higher. When the SFMTA must consider raising fares for buses, it has to consider disproportionate burden. She wishes that had to happen for fares to taxi drivers. These fees are more than a 24% increase and it doesn't include her expenses or taxes. People must pay to renew their A card and drivers are struggling. She doesn't see the return of investment in terms of services from the City nor the SFMTA. This fee isn't based on cost recovery.

Mark Gruberg stated that the SFMTA has gotten upwards of \$78 million in revenue from taxi medallion sales and leases. The SFMTA should consider waiving all taxi fees. There are a few inequities in the budget such as the color scheme renewal fee. A small cab company must pay nearly 16 times more per cab than a larger cab company. Taxi stands are treated under the fee

structure as the same as a white zone but they're different. It costs thousands of dollars to set up a taxi stand and it's a public benefit.

Peter Straus stated that there are a lot of things in the budget that need to be funded. The Transit Riders Union will send a letter about what they like and don't like. There's a need to better address the budgetary concerns of families. A portion of Prop B funds should be used for the operating budget. It's essential for the SFMTA to budget for the expansion of service and not just for maintenance. Staff "efficiencies" are nothing more than cuts. The Prop B mechanism allows for the transfer of funds from the General Fund to the SFMTA.

David Pilpel expressed hope that if there are tough decisions to make, maybe some programs will be cut back. It seems incongruous to increase service in equity neighborhoods and then charge more for general transit service. It seems like a great leap of faith. There are some efficiencies to be gained throughout the SFMTA and he hopes to see the details before the next hearing. The expansion of light rail vehicle service in the next two years looks to increase peak service when there isn't capacity in the subway.

Barry Korengold stated that some of best cab drivers are "K" medallion holders. Taxi drivers have defaulted on their loans and their fees were rightly waived. Driving a taxi has become a minimum wage job. Taxis are surrounded by illegal gypsy cabs. The SFMTA should charge more for TNCs that park in taxicab stands. Taxi drivers can't afford to pay the fees and they don't have pensions. The fee should be lowered.

Herbert Weiner expressed sympathy for taxi drivers, stating that there shouldn't be any medallion fees at all. He will always take a taxi cab and will never take Uber or Lyft.

14. Discussion and vote pursuant to Administrative Code Section 67.10(d) as to whether to invoke the attorney-client privilege and conduct a closed session conference with legal counsel.

On motion to invoke the attorney-client privilege: unanimously approved.

RECESS REGULAR MEETING AND CONVENE CLOSED SESSION

CLOSED SESSION

1. Call to Order

Chairman Brinkman called the closed session to order at 4:26 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke
Lee Hsu
Joél Ramos
Cristina Rubke
Art Torres

Also present: Ed Reiskin, Director of Transportation
Roberta Boomer, Board Secretary
Susan Cleveland-Knowles, Deputy City Attorney
Donald Ellison, Director of Human Resources
Jennifer Donnellan, Deputy City Attorney

3. Pursuant to Government Code Section 54956.9(d)(1) and the Administrative Code Section 67.8 (a)(3), the Municipal Transportation Agency Board of Directors will meet in Closed Session to discuss and take action on attorney-client matters on the following:

CONFERENCE WITH LEGAL COUNSEL

Existing Litigation:

 Sherri Anderson vs. SFMTA, Superior Ct. #CGC16555748, filed on 12/7/16 for \$250,000

RESOLUTION 180306-40

On motion to approve:

 ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke, and Torres

 Danny Hwang vs. CCSF, Superior Ct. #CGC15547784 filed on 9/4/15 for \$125,000

RESOLUTION 180306-41

On motion to approve:

 ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos, Rubke, and Torres

ADJOURN CLOSED SESSION AND RECONVENE OPEN SESSION- The closed session was adjourned at 4:47 p.m.

15. Announcement of Closed Session.

Chairman Brinkman announced that the SFMTA Board of Directors met in closed session to discuss the cases with the City Attorney. The Board voted unanimously to approve the Anderson and Hwang cases.

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

On motion to not disclose the information discussed: unanimously approved.

ADJOURN - The meeting was adjourned at 4:48 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.