



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

MINUTES

Tuesday, March 19, 2019
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING
1 P.M.

SFMTA BOARD OF DIRECTORS

Malcolm Heinicke, Chair
Gwyneth Borden, Vice Chair
Cheryl Brinkman
Amanda Eaken
Lee Hsu
Cristina Rubke
Art Torres

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chair Heinicke called the meeting to order at 1:02 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Amanda Eaken
Malcolm Heinicke
Lee Hsu
Cristina Rubke
Art Torres

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

Board Secretary Boomer 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

No public comment.

On motion to approve the minutes of the March 5, 2019 Regular Meeting: unanimously approved.

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

-Motion regarding protecting cyclists on Howard Street

Chair Heinicke introduced the following motion for consideration:

Authorizing the Director of Transportation to install a parking protected bike lane on Howard Street between 4th and 6th streets not later than April 18, 2019, and to install a protected bike lane on Howard Street between 3rd Street and 4th Street not later than April 18, 2019 or within two weeks following the completion of Moscone Center construction activity, whichever is later.

Supervisor Matt Haney expressed appreciation for the motion. He discussed the death of Ms. Rothstein and the need for the bicycle network to be completed. He has heard from hundreds about protecting cyclists. This is not complicated. Fully protected bike lanes and infrastructure need to be implemented immediately. There needs to be a protected bike lane along the full length of Howard Street as soon as possible. There needs to be a sense of urgency to make immediate fixes including enforcement, removing parking, and adding signage. People don't want to see more lives lost.

PUBLIC COMMENT:

Harold Findley stated that everybody knows but refuses to acknowledge that drivers have been killing people on city streets for decades. Cars have been devastating for the community, have destroyed neighborhoods, and contributed to pollution. Safe streets for pedestrians and cyclists should be as common as streets for cars. The danger should be eliminated. The focus on car use should be stopped.

Jorda Davis stated that what happened to Tess Rothstein shouldn't have happened. Every day she takes her life in her hands as a pedestrian. There are only 12 years left to avoid global warming. Anything that pisses off motorists and helps pedestrians is a good thing. This is also an equity and racial justice issue. The SFMTA needs to step up.

Duncan Boehle stated that the motion is a no brainer. Protected bike lanes save lives and create a more friendly, sustainable, and safe mode of transportation. We need to save lives.

Philip Busby said that bikes don't kill anyone.

Jane Natoli stated that she has been doored on Howard Street and so she knows what it's like to be injured. She is sad that it took another death. There are many other streets that need to be protected. She urged the SFMTA to take this energy and apply it to other streets.

Jeff Luszczyk stated that cyclists need bike lanes and enforcement. There needs to be better enforcement.

Laura Joose said that what happened to Tess could have happened to anyone. She urged the SFMTA to build a protected bike lane along the entire length of Howard Street.

Joe Girton expressed appreciation for the SFMTA's quick response. We shouldn't design just because a life is lost. San Francisco needs a city-wide bike network that cars can't park in. The main deterrent to people cycling is the lack of safety. San Francisco's patchwork network won't entice people to ride a bike.

George Loew stated that a complete network of bike lanes is needed. It's not possible for him to take his children to school on a bike. The SFMTA should put a high priority on keeping families in San Francisco and allow parents to bike. There is need for enforcement on Howard Street, especially at intersections. Cars are loading or are parked in the blind spots of the merge zones. They need to be ticketed.

Sabeek Pradhan stated that it's not acceptable for cars to hit cyclists. He expressed appreciation for the SFMTA's swift action. He wondered where the will to act was before Tess died. This should go beyond the South of Market area. The SFMTA needs to build protected bike lanes across San Francisco and not piecemeal actions. The system needs to be fundamentally reformed. The City can't just keep expanding block by block.

Asumu Takikawa asked for systematic changes so further human sacrifice isn't needed along all high injury corridors. The SFMTA knows how to make systematic safety improvements. There are guidelines for specific infrastructure on certain streets. Infrastructure is needed throughout the City. He urged the SFMTA to expeditiously build safe streets.

Topher Lin said that it's not an exaggeration to say that Tess was one of the warmest people he knew. Her death was stupid and unnecessary. He discussed the motion, adding that people want a protected bike lane along the entire length of Howard Street and they want an entire network. There are times when a death can't be prevented but this one was unnecessary.

Martin Mackerel said that he was hit by a car and suffered broken bones. He is thankful for the existing bike lanes. Cars are taking all available space, especially Transportation Network Companies (TNCs). Some streets are unusable. He would love to see PCO's ticketing everybody and see protected bike lanes all over the City. He wants to see a sense of urgency. The Board of Supervisors is considering a climate emergency declaration.

Charles Deffarges said that a protected bike lane would have saved Tess's life. He can't remember a protected bike lane that wasn't hard fought, but efforts are blocked so only scraps of protected bike lanes are built. He knows that the SFMTA can build one in less than a week. There are gaps in the network. Today's motion doesn't go far enough. All of Folsom and Howard streets must be protected the SFMTA needs to reform how these projects get implemented. He urged the SFMTA to make proactive, transformative changes.

Simone Manganelli stated that the motion doesn't go far enough. It is a reactive measure, and not proactive to make city streets safe. Cyclists need more bike lanes across the City. They should be added by default when a street is repaved or reconstructed. TNCs, delivery vehicles, PCOs, and the Police park in the bike lane and make it dangerous for cyclists. San Francisco needs to have pedestrian and bike only streets similar to what other, international cities have. San Francisco just eliminated a pedestrian and bike street on Stockton and gave it back to cars.

Roan Kattouw discussed structural issues. The SFMTA is not building protected streets. The 6th Street project originally had bike lanes, but the hotel lobby wanted another car lane, so the bike lanes went away. Projects keep getting watered down. He urged the Board to tell staff to bring multiple options for the Board's consideration.

Diana Pray discussed car accidents on Divisadero. Speeding cars kill. She urged the SFMTA to stop favoring cars. City streets are for people and should be paved for cyclists. Thirty percent of city streets are parking spaces. Drivers pay pennies to put their unused private property on public land. This shunts pedestrians and cyclists to smaller spaces or into the paths of motorists who are driving too fast. Vision Zero is failing.

Theodore Randolph said that protected bike lanes on Howard and Folsom streets are important. There are urgent actions where a young, white woman was killed but nothing happened where a Hispanic man was killed on a high injury corridor. Traffic deaths aren't accidents but are a result of bad road design. There needs to be a protected bike infrastructure.

Margaret McCarthy expressed appreciation for the quick action and looks forward to further action. Every life lost is irreplaceable and the scars are irrevocable. The SFMTA has to stop waiting for deaths to take urgent actions. The agency has the tools and knows what needs to be built to protect bike lanes.

Sofia Villagomez stated that she has been hit or nearly hit many times while riding a bike. Cyclists have been hit for decades. San Francisco is meant to be walked, biked, and seen. There are more people riding bikes, such as food delivery and messengers now. Bike lanes need to be respected, expanded, and improved.

Claire Witherspoon said that cyclists need more protected bike lanes. She doesn't feel safe riding a bike. There needs to be enforcement against people parked in the bike lane. The City needs to do a better job to protect cyclists.

Jeff Yip stated that the rest of the world looks up to San Francisco because of the technology. San Francisco has the opportunity to be leaders in something other than technology. He urged the SFMTA not to keep facilitating driving. It doesn't make sense to wait for someone to die to take action. The intersection at 17th and Harrison could use a traffic light as it's a free for all.

Elias Zamaria said that biking is scary. European cities are light years ahead of San Francisco. The City has a long way to go to make streets safe for everyone and needs to move in this direction.

Tom Schroeder stated that he has been hit many times by cars. Cyclists and pedestrians need to be protected. Bike lanes need to be painted across the intersections. Cars turn without a signal or turn from their lane, rather than pulling close to the curb. There are tons of cars and gridlock on city streets.

Keziah Plattner stated that she rides a bike and sees multiple cars and trucks blocking streets, bike lanes, and intersections. When cars block an unprotected bike lane, she is forced to move into a car lane. The City needs to follow its "Transit First" charter and stop treating protected bike lanes as "nice to have" options. People need to be kept accountable for their unsafe actions.

Fiona Tay stated that if the SFMTA doesn't want people to take TNCs or Muni, it needs to provide good bike infrastructure. She was disappointed to know that a protected bike lane started 60 feet from where Tess was killed. Bike lanes save lives. Tess's life was stolen from her.

David Marwick said that he has been sent to the hospital twice by cars. He and his family bike five days a week. Cars park in protected bike lanes without consequence. He has flagged parking control officers or police down when he sees this but all they do is ask the driver to move. He asked the SFMTA to fast track an extensive network of bike lanes. It's the only effective safety solution.

Shirley Johnson has been doored twice while on a bike. She stood on Howard Street last Friday and asked pedestrians if they biked. The most common response was no as it was too dangerous. Zones where traffic is mixed is terrifying. Cars need to be slowed down or the number reduced to make the city safe.

Jean Walsh stated that San Francisco is a leader in so many things. The Board has the power to change things. This is about people dying. She urged the Board to not delay and to act now.

Barry Taranto stated that cab drivers are trained about how to drive around a city but TNCs are not. The SFMTA should reach out to TNCs about educating drivers, especially those who don't live in San Francisco or have likely never seen a bike lane. It's important to not support TNCs if the City wants streets to be safer. TNCs stop everywhere. Polk Street needs enforcement. PCOs need to be out during weekday evenings and at night in congested corridors. Electric bikes need to be treated differently than bikes.

Kyle Berquist stated that bike lane projects get caught up in prolonged processes for public outreach. Cyclists have uncompromised progressive values and are willing to take risks. If San Francisco was really committed to Vision Zero, Tess would still be alive. He urged the Board to not compromise, and act decisively by fast tracking existing projects.

Eva Orbuch stated that Tess would still be alive if the City had been active. She expressed appreciation for the rapid response, but the community can't wait for another person to die before there's a comprehensive plan. She supports the plans of the Bike Coalition. There needs to be training to avoid dooring incidents. Drivers need to open doors safely. The "Dutch Reach" forces people to open the doors with their right hand, forcing them to look back while opening the door.

Amber Schadewald is a daily bike rider who has been hit by a car. Drivers forget that cyclists are humans with fragile bodies. The tiniest spill cost them hundreds of dollars and results in days off work. She is a defensive rider and needs the SFMTA's help.

Juli Vota said that she took a class about how to ride. If we're going to meet climate goals, the City has to create a bicycle network, so people feel safe and protected. It can be as terrifying to walk as it is to ride a bike. The SFMTA needs to see beyond Howard and Folsom streets to other corridors.

Jodie Medeiros stated that six people have been lost since the first of the year. This is a crisis. The City must be proactive and speed up pace of all projects in the high injury corridors. The SFMTA should make short term, inexpensive treatments quickly. She urged the Board to ask for a cost assessment for

all Vision Zero projects. The City's efforts shouldn't be held up by insufficient money or staffing. She requested transparency for all projects in the high injury corridors. The Board needs to be a watchdog.

Jeff Farlowe said it's easier to convince people to get in a small plane than to get them to ride a bike in San Francisco. Bicycling is the most dangerous thing he does. He was doored on Howard Street. The SFMTA will cite 4,000 cars, but only 25 for being in a bike lane. Many more than 25 will be parked in a bike lane. The SFMTA needs to make complete paths rather than just a patch here and there.

Cole Brennan asked for a complete network of protected bike lanes, including at intersections. There is incessant conflict between cyclists and motorists. Conflict is inevitable given the current street design. He wants slower traffic speeds, fewer cars and a safe bike network. It's possible.

Anonymous said he spoke before about gun violence. There needs to be a green lane for emergency vehicles that goes all the way to the Golden Gate Bridge. The car drivers should pause before they fully open their door. Cars run a bike over and then just drive away.

Jonathan Gabaut wondered what is expected of cyclists who take a bus to the Transbay Terminal and whether they are supposed to get on a crowded bus. The accident could have happened to him. His wife was terrified riding a bike on Howard Street and will never ride. He counted five cars in the bike lane this morning.

Michael Blume said he's tired about having to think about leaving his son without a father. The SFMTA isn't moving with enough speed because of the fear of removing another lane. He wants his children to feel safe riding a bike. There is no reason a city can't be safe for all ages.

Danny Sauter stated that Tess was a model biker and the streets still took her away. He asked about the standards of this self-proclaimed transit first city and of Supervisors who block safety projects in their district. He asked for bold plans for protected bike lanes in every district.

Drew Skau stated that the Board's power across the country is huge. He would love to see a plan where cars are no longer prioritized. Cars aren't equitable. The SFMTA needs to prioritize pedestrians, cyclists, and scooters. This goes beyond protected bike lanes. The SFMTA needs to also prioritize equitable transit over cars. This is an opportunity to be leaders and show how to do transit the right way.

Jeremy Frisch counted nine vehicles blocking a bike lane on his way to the meeting. He wants to know that he'll be safe, and that Howard Street won't be closed to cyclists for large conferences every year. It took bold political leadership in European cities to close streets to traffic. He asked the Board to pass a motion to install a full bike lane by the end of 2019.

Patrick Lindley stated that this is about human life and the need proactively protect the most vulnerable humans rather than make compromises for car drivers. The SFMTA is in a unique position to turn San Francisco into a progressive transit city where cyclists don't have to risk their lives to get around. Every cyclist or person who walks is afraid for their lives. Drivers don't have that same fear. People shouldn't have to plead for safety. The SFMTA needs to enforce cars that are blocking a bike lane.

Will Rogers said that Tess would appreciate a stretch break after all this testimony. Tess was a dancer. He expressed appreciation for what the SFMTA is going to do.

Murtin M. stated that Tess has changed how the City looks at building a protected bike lane. It's unsafe to bike and the SFMTA hasn't taken bike safety seriously. He urged the SFMTA to build a full, protected network across the city. He doesn't feel any urgency for building this. It's not negotiable. The City can't talk about a compromise with a car driver when a cyclists' life is at stake. Many streets are a glorified high-speed freeway.

Christian Martinez had an accident where the driver was distracted and made a poor decision. His friends are more reluctant to ride, and his family doesn't want him to ride. Protected bike lanes are important. He would like other Bay Area cities to look at San Francisco as a model with an interconnected network of bike lanes.

Renata stated that she understands that bikes want their lanes and to be safe but wished that the cyclists would ride more carefully. Crossing an intersection, cyclists sometimes don't care about pedestrians. At night, most are riding a dark bike in dark clothing and they can't be seen. They should wear reflective vests as the little bike lights aren't visible.

On motion to approve:

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

Director Eaken requested a presentation on April 2 regarding a 90-day action plan for Vision Zero projects, a systematic analysis of streets on the High Injury Network, and a policy for near term projects.

Director Brinkman requested information about enforcement of cars who park in or block the bike lane or that use merge zones for loading or unloading. She also asked staff to look at the Castro, Divisadero, and Waller intersection.

Vice Chair Borden requested information regarding fines for blocking or parking in a bike lane.

7. Director's Report (For discussion only)

- Update on Vision Zero
- Ongoing Activities

Ed Reiskin, Director of Transportation discussed recent fatalities and injuries including a girl who was hit by a car this morning; and the Inner Sunset Streetscape Improvement project.

No public comment.

8. Citizens' Advisory Council Report

Daniel Weaver, Chairman, Citizen's Advisory Council, presented recent recommendations including service animals on Muni and support for routing changes to the 55 Dogpatch line.

Chair Heinicke requested the CAC's recommendation on light rail vehicle seat configuration.

9. Public Comment

John Paar discussed the "forgotten zone," the outer Sunset. His wife stepped off a light rail vehicle at the N Judah stop at 30th Ave. and nearly got killed. Ms. Kirschbaum offered some paint and a street sign, but this hasn't been done. The Board should agendize installing a proper transit station at this location.

Robert Cesana stated that anything regarding the taxi industry is discouraging. The SFMTA has done very little for the industry. He read that the taxi industry won't see any financial benefit from taxing the Uber or Lyft. The SFMTA has a debt of \$2-3million for the P medallions. The SFMTA needs to get all taxis to accept a wheelchair and that will take the burden from drivers.

Nate Dwiri discussed the taxi restriction policy at the airport. It's based on a lie. People who bought a medallion didn't buy anything. They're sharecroppers for the SFMTA. Even if some medallion holders pay off the Credit Union, they won't ever recover their cost. The taxi restriction just protects the SFMTA and its self-serving. The SFMTA is responsible for the deadly undermining of the taxi industry in San Francisco.

Barry Taranto said that the good taxicab drivers are leaving the industry and those with no place else to go are staying. Thanks for screwing up the cab industry. Kate Toran lied and is the Donald Trump of the taxi industry. She allowed the Credit Union to lease the foreclosed medallions and failed to respond to his request for public records. Cab drivers are still waiting a long time at the airport. Business has not increased. The system is not working except for the medallion holder who collects the money themselves but not those who have to pay a gate fee.

Tariq Mehmood wondered what the SFMTA did with the taxi drivers who worked for decades in the industry. They lost 60% of their income. Mr. Dwiri was the mastermind to move the taxi industry to the SFMTA. The Credit Union's foreclosed medallions have been leased back and are fetching \$1300 each month. The Credit Union medallions shouldn't be considered a "P" medallion any longer. The Pre-K's are banned from going to the airport. He questioned why this was done and discussed the medallions that went into foreclosure in recent months.

Herbert Weiner stated that the rationale for eliminating bus stops is to make the buses run faster. On the L Taraval, the buses don't run any faster. There is no study that shows that eliminating stops make Muni run faster. Seniors and people with disabilities are sacrificed to make buses run faster. The Board should show the same concern they showed for Ms. Rothstein as they do for seniors and people with disabilities.

Roan Kattouw discussed levying higher fines for cars blocking bike lanes. The 311 app has an area where information about where cars are parked that block bike lanes already, including photos, can be uploaded. He wished that concrete was put down on Polk St.

Mike Spain stated that this month marks one year since the Federal Credit Union filed a claim against the SFMTA. In October, the Board passed rules that restricted taxis at the airport. At the October meeting, Ms. Toran never mentioned that the revoked medallions were at the Credit Union and that they would be back on the street as of February 1. Now, 180 permits are back on the street which gives the Credit Union some income. The rule changes were all about the lawsuit.

Martin Mackerel commented on ideas to increase fines in the bike lanes. He doesn't know if it's true that there are just 25 citations per day. There needs to be more dedicated parking control officers in certain areas. It's not that prices aren't high enough. It's that nobody gets ticketed.

Renata discussed taxi medallions. The SFMTA put the P medallion at the airport, followed by the K medallions. Other cabs can't go to the airport which isn't fair. She discussed the progression of cabs through various lots at the airport. All cabs, except the purchased medallions, are being discriminated against. There is no discrimination against Uber and Lyft drivers.

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) Approving the following parking and traffic modifications:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – 9th Street, west side, from Harrison Street to 50 feet southerly.
- B. ESTABLISH – STOP SIGNS – Coleridge St., northbound and southbound, at Eugenia Avenue.
- C. ESTABLISH – STOP SIGN – Hoff Street, southbound, at 17th Street.
- D. ESTABLISH – STOP SIGN – Judson Avenue, eastbound, at Frida Kahlo Way.
- E. ESTABLISH – STOP SIGN – Church Street, southbound, at Randall Street.

- F. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J – ESTABLISH – 2-HOUR PARKING, 8 AM TO 5 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS – 1400 block of 12th Ave., both sides, between Judah Street and Kirkham St.
- G. ESTABLISH – STOP SIGNS – Donahue Street, southbound, at Kirkwood Avenue – Kirkwood Avenue, eastbound, at Donahue Street.
- H. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA X – ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS – Connecticut Street, both sides, between 20th Street and Potrero Hill Park.
- I. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON –Elk Street / Diamond Heights Boulevard at Sussex Street.
- J. ESTABLISH - TOW AWAY, NO STOPPING ANYTIME – Diamond Heights Boulevard, west side, from Sussex Street to Arbor Street – Sussex Street, south side, from Elk Street to 33 feet easterly – Sussex Street, north side, from Diamond Heights Boulevard to 15 feet easterly.
- K. RESCIND – NO PARKING, PASSENGER LOADING ZONE, 8AM – 9AM, MONDAY – FRIDAY, JUNE – AUGUST – Diamond Heights Boulevard, west side, from Sussex Street to 120 feet northerly.
- L. ESTABLISH – CROSSWALK CLOSURE – Diamond Heights Boulevard at Arbor Street, south crossing – Diamond Heights Boulevard at Arbor Street, north crossing.
- M. ESTABLISH – 25 MPH SPEED LIMIT – Diamond Heights Boulevard, between Berkeley Way (west) and Sussex Street.
- N. ESTABLISH – TRAFFIC SIGNAL – 27th Street and Guerrero Street
- O. RESCIND – RIGHT TURN ONLY – 27th Street, westbound, at Guerrero Street. (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.)

RESOLUTION 190319-031

(10.2) Approving Amendment No. 2 to Agreement No. SFMTA – 2011/12-25, As-Needed Specialized Engineering Services for Rail Vehicle Projects, with Raul V. Bravo + Associates, Inc., to provide additional as-needed engineering services for the light rail vehicle procurement, as well as other as-needed specialized engineering services, such as train control and reliability analysis, to increase the agreement amount by \$1,200,000, for a total amount not to exceed \$7,450,000, and to extend the term of the Agreement by 18 months. (Explanatory documents include a staff report, resolution and agreement.)

RESOLUTION 190319-032

On motion to approve the Consent Calendar:

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

REGULAR CALENDAR

11. Presentation and discussion regarding the SFMTA Fiscal Year 2018 financial statements. (Explanatory documents include a statement and slide presentation.)

Jie Hua, Senior Manager, KPMG, presented the item.

No public comment.

12. Presentation and discussion regarding transit service. (Explanatory documents include a staff report.)

Julie Kirschbaum, Director, Transit, presented the item.

PUBLIC COMMENT:

Christopher Pederson thanked the SFMTA for adding parking control officers at the West Portal Station during the evening commute. Consistently, they are letting cars move through the intersection while trains are waiting to leave the station. There's an issue at St. Francis Circle with both lines that must wait for up to 10-15 minutes while cars pass.

Herbert Weiner stated that the goal of Muni should be that service delivery matches the density of San Francisco. Today, there's a focus on the most heavily used lines rather than on the lines where there's a real need. Service must be beefed up, and the SFMTA needs to restore eliminated bus runs. Overall service delivery is not good at this time.

13. Approving Contract Modification No. 14 to Contract No. 1240, Radio System Replacement Project Design Build Services, with Harris Corporation, to add: design work necessary to extend the Muni radio system into the Central Subway; repair of fiber optic cables in the Twin Peaks Tunnel; clarify the work for substantial completion and start of warranty; increase the contract amount by \$837,271.71 for a total amount not to exceed \$92,641,408.20; and retroactively extend the term to December 31, 2019. (Explanatory documents include a staff report, resolution, financial plan and amendment.)

Chair Heinicke asked Items 13 and 14 be called together.

Lisa Walton, Chief Technology Officer, presented the items.

No public comment.

RESOLUTION 190319-033

On motion to approve:

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

14. Approving Contract No. 2018-49, As-Needed Professional Services, with Conduent Transport Solutions, to provide as-needed services to support the Computer Aid Dispatch System and the Automated Vehicle Location System functions of the Muni Radio System, for a contract amount not to exceed \$7,000,000 for a term of five years. (Explanatory documents include a staff report, resolution and contract.)

No public comment.

RESOLUTION 1190319-034

On motion to approve:

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

ADJOURN - The meeting was adjourned at 4:36 p.m. in memory of Tess Rothstein.

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.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

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.