



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

Tuesday, April 7, 2015  
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.

Director Heinicke arrived.

### 4. Approval of Minutes

On motion to approve the minutes of the March 17, 2015 Regular Meeting; approved (Borden-absent).

### 5. Communications

Board Secretary Boomer stated that the closed session was cancelled.

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

Director Rubke asked for information regarding the accessibility of private commuter shuttles; whether they were using Muni stops and if the SFMTA had any jurisdiction over them.

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

- Special Recognition Award
- Upcoming Service Improvements and Rebranding
- Ongoing Activities

Kate Toran, Director, Taxis and Accessible Services recognized Jonathan Chang, Paratransit Planner and Yasmin Khalil, Public Service Aide. Camron Samii, Director, Enforcement recognized Larry Lewis, Parking Control Officer. Sonali Bose, Director, Finance and Information Technology recognized Viridis Gamble, Principle Engineer.

Director Reiskin reported on a recent cable car collision and discussed recognition of the SF Paratransit Program at a CalACT conference; continuing outreach to religious institutions within Residential Parking Permit Area Q; a federal and state delegation coming to San Francisco to study Vision Zero; the option to purchase additional articulated coaches.

John Haley, Director, Transit Operations presented upcoming service improvements and rebranding.

#### PUBLIC COMMENT:

Herbert Weiner stated that the “Muni Forward” program is being done over the bodies of seniors and people with disabilities. He expressed appreciation for the service improvements but wondered where the neighborhoods fit in. He wondered whether buses have been taken from the neighborhoods to make these improvements. Seniors are still expected to walk ¼ mile to get to a bus stop. Public transportation should be for everyone and not just certain routes.

Tariq Mehmood discussed paratransit recognition. There used to be paratransit vans but they aren’t out there anymore. Almost 90 vans are missing. City streets are gridlocked every day.

#### 8. Citizens’ Advisory Council Report

No report.

#### 9. Public Comment

Corey Lamb discussed taxi driver safety. A San Francisco taxicab driver was hit and there was another assault in Oakland. These are becoming more prevalent. Policy makers, the industry and society need to understand that it’s not acceptable to hit a cab driver. Cab drivers demand protection and need someone to go to the state to make real changes. We need to work together to come up with some policies and make enhancements and the police need to take it seriously.

Richard Wiener asked the Board to waive or reduce the medallion renewal fees. The industry is facing difficult competition from TNC’s who offer a flat rate. There may be thousands of TNC cars operating. They should be required to get a business license to operate. Cab drivers are facing a great decrease in income and increase in regulations.

Carl Macmurdo stated that the fees for medallion renewal should be waived. It is inappropriate to charge a fee to those who bought the medallion. He expressed hope that someone would convince the Mayor’s Office that there are 15,000 TNCs that need to be regulated.

David Haase asked the Board to rescind the annual medallion fee. Seventy-one percent of all rides are provided by TNC's and only 29 percent by taxis. Obviously there is an un-level playing field and the cab industry is hemorrhaging. Shifts are going unfilled and cab drivers are not willing to work for low wages.

Rick Arena stated that he wants to figure out where the SFMTA was going. He put his medallion up for transfer last year and was told that if he passed away before the transfer, the money would go to his family but now he's being told that the fees would go back to the city. He wondered whether the SFMTA means to hurt families.

Terce Merbeb stated that he wants the medallion renewal fee to be stopped. Cab driver income has dropped over 50 percent and there are 15,000 TNC's with no regulation at all. Seattle has limited TNC's to 600 and other cities have acted so why is San Francisco allowing them to do anything. They're charging \$5 per ride. This is anti-trust and cab drivers can't compete.

Marc Gruberg stated that the Taxi Alliance will bring driver and safety issues to the Board including medallion renewal and other fees. The SFMTA is collecting about \$10 million a year from the cab industry at a time when drivers are suffering and the industry is reeling. The SFMTA is using the cab industry as a "cash cow." The SFMTA's budget has increased by 25 percent over the past four years and is engaging in large transit service increases. Cab drivers are paying for that and it's not right. The SFMTA shouldn't charge medallion or A card fees.

Jim Templeton stated that the Board doesn't give a damn about cab drivers. There are 15,000 deregulated cars without insurance. The powers that be are getting paid off by crony capitalism. Sometimes the city needs those "Ubers" because taxis can't handle everything on a Friday night or when it's raining but they need commercial plates and insurance.

Vick Ridley pointed out that the new internet based transportation services have cut into taxi services but they work without oversight and training. Because of this and unfair business practices, taxi drivers are struggling to make a living. He asked the Board to eliminate or reduce the medallion renewal fee as well as oversight and regulation.

Ron Collins asked the Board to waive the medallion and A card fees for this year and next year. Uber and Moustache can drive for Yellow Cab. They don't have any fees or regulations. Cab drivers have insurance but don't have anything. Do what Harry Truman did.

Ron Wolter urged the Board to waive the medallion and A card fees to help the drivers with what they've endured. Rides are down by 60 percent in the last two years. This isn't a level playing field and the game is rigged. He expressed disappointment by the inaction. Nobody has enforced regulations against the TNC's. They're committing insurance fraud and are lying and cheating.

Herbert Weiner stated that there's talk about Marina shuttles that are charging \$6 per person. These shuttles are like red ants attacking a corpse. The SFMTA should go after these shuttles for fees and they should be regulated. Each Board member should pay \$100 per year for serving on the Board. What applies to a taxi driver should apply to the Board. Prop A passed and the public is \$500

million poorer for it with no guarantee of service. The Agency doesn't take on Lyft or Uber but it bullies taxi drivers.

Madeleine Savit expressed appreciation for the near term improvements on Polk Street. Some of the SFMTA's best work is met with opposition. Several new businesses on Polk Street welcome the SFMTA's initiatives. The Polk Street team used data to determine the changes. In the absence of data, the Agency should reinstate Polk between California and Pine into the design for the cycle track.

Robert Cesana said that the Board knows the taxi industry is dying but the plan is for more taxis, buses and bicycles. The plan will only work if the SFMTA supports the taxi industry. Taxis support the Agency with millions of dollars but people aren't buying medallions. Uber subsidizes drivers on certain routes. That is illegal under the CPUC because it infers that they have now become employees. The CPUC is breaking their own laws. The medallion fee should be cut.

Jim Gillespie stated that the industry is in crisis. At least 400 of 1,900 taxis are sitting around on a daily basis. Driver income is off by 40-60 percent. Unfortunately for medallion holders and drivers, their rent and utilities didn't go down. Between 10-15,000 TNC's are roaming San Francisco. The state requires insurance but that doesn't go into effect until July 1<sup>st</sup>. Another state law starting in September will require background checks. Taxi drivers are hurting. The taxi medallion fee should be waived.

Marcelo Fonseca expressed anger over the number of TNC's that are operating in San Francisco. He's disappointed in the Mayor for his position. He asked the SFMTA to waive medallion fees.

Tom Diesso stated that it's hard for the SFMTA to regulate TNC's since it's a state function but the SFMTA can de-regulate taxis. Taxis should have the same exemptions as Muni so wherever a bus can turn, the taxi should be able to turn. If taxis can make those turns and TNC's can't, it will be an advantage. He asked that taxis be treated as a transportation system.

Tone Lee asked the Board to bring the taxi driver's voice to the Mayor's Office and the Governor. He expressed hope that the SFMTA would have the courage not to challenge the Governor but to bring up the voice of low income taxi drivers. Cab drivers can't compete with low rates. This place is corrupt.

Evelyn Poquez expressed support for the petition to waive the renewal fees and requested that the dispatch and color scheme fees be waived as well. The industry is in chaos. There are over 10,000 TNC vehicles compared to 1,900 cabs. They found a loophole in the system that they're exploiting to aggressively take over our turf and operate as a taxi without any controls. This increases congestion and emissions and increases wear and tear on city streets. The City hasn't asserted their authority. TNC's have taken over 70 percent of airport rides. Cab drivers are forced to seek employment elsewhere and some color schemes have closed shop.

Dave Schneider stated that cab drivers don't need an app to find the nearest emergency room. He has asked for discrete panic button that goes to police department. That would have helped Ben

Valis when he was hit in the head. Ben was doing the right thing by trying to save the rider money. The Board should get for a report in 30 days or less.

Stephen Chen stated that until a few months ago, he was roaming the street to find taxi fares and make his gate fee. Now he spends his time at the airport but with Uber charging \$15 to go to the airport, a cab driver can't make money.

Charles Rathbone said that Lyft has established at least 10 taxi stands but doubts they've gotten permits. He shares the concern about waiving or deferring medallion renewal fees for 2015 and 2016. Taxi services staff recently implemented a pre-payment fee that may work better for medallion holders. In a few weeks, Uber and Lyft will have new insurance requirements that will then put on them the true costs of a "for hire" business. In meantime, it will take a while to replenish our ranks of drivers.

Tariq Mehmood stated that the industry is heading toward collective suicide. Cab companies expanded and made lots of money. They don't care what's happening with drivers. Medallion holders don't care about what's happening to the drivers. They want some benefit from their medallion. At the start, Uber was picking up one person per minute and now they are picking up three people per minute. Give the industry the tools to compete.

Amne McVeigh stated that drivers have lost 50 percent of their income. She asked the SFMTA to waive the medallion renewal fee and be lenient. Uber is a computer company acting like an unregulated transportation company. The arrogance of venture capitalists is all over the world. The SFMTA should challenge the inadequate oversight of the CPUC and study how Seattle was able to limit the TNC's. She questioned what the SFMTA was doing.

Christopher Fulkerson stated that every structural change made by the SFMTA has damaged the industry. The SFMTA should never have gotten into the medallion sales industry and should stop selling medallions. Reducing the price will deteriorate the entire industry. It's better to put a moratorium on medallion sales until the problem with the pirates has been dealt with.

Ibrahim Ogid stated that trust is in God and not in the SFMTA, Obama or the Mayor. Money talks in this country. Uber has a lot of money and a lot of support. When businesses with money ask for help, they get it. Taxi drivers have no money, just love and trust.

Tony Fletcher asked for a reduction or waiver of the medallion fees for this year. The CPUC has made lousy decisions and as a result, the SFMTA has lost control of the taxi industry. Driving conditions are difficult and it's stressful to drive a cab on city streets. Conditions in San Francisco are different than in Sonoma and Napa. Cities have to get back local control of the taxi industry, until then the established taxi industry is in trouble.

Ali Malik stated that he bought a medallion with his savings but his investment is gone. The value of a medallion is zero. Board members should go out on a Friday or Saturday night to see the thousands of TNC's that have passengers and taxi drivers having none.

Sahel Rahman asked that the SFMTA waive the medallion fee for this year and next, if possible. Since the economy has been tough, drivers aren't making money. The City is losing its' integrity and has lost control. He questioned why many Lyft and Uber drivers were breaking the rules in front of taxi drivers.

Chairman Nolan asked staff to provide a history of the taxi industry at a future meeting.

Vice Chairman Brinkman asked staff to reach out to merchants on Polk Street between Pine and California streets regarding extending the cycle track.

Director Rubke asked staff to discuss taxi driver safety at a future meeting.

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) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Bernal Heights Boulevard at Bernal Heights Boulevard.
- B. ESTABLISH – CROSSWALK – Bernal Heights Boulevard, crossing the southbound approach, at Bernal Heights Boulevard.
- C. ESTABLISH – BUS ZONE – Phelps St, east side, from Williams Ave to 100 feet southerly.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA I ELIGIBILITY – 2426 Mission Street.
- E. RESCIND – BUS ZONE – ESTABLISH – 6-WHEEL TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, east side, from 80 feet to 144 feet north of 15th Street.
- F. ESTABLISH – STOP SIGN – Wanda Street, southbound, at Onondaga Avenue.
- G. ESTABLISH – 15 MILES PER HOUR SPEED LIMIT WHEN CHILDREN ARE PRESENT – Waller Street, between Central Avenue and Masonic Avenue.
- H. ESTABLISH – RED ZONE – 14<sup>th</sup> Street, south side, at Divisadero Street, between east and west crosswalks; and 14<sup>th</sup> Street, north side, from Divisadero Street to 25 feet easterly.
- I. ESTABLISH – STOP SIGN – O'Farrell Street, westbound, at Steiner Street.
- J. ESTABLISH – RED ZONE – Steiner St, west side, at O'Farrell Street, between north and south crosswalks; and Steiner Street, west side, from O'Farrell Street to 25 feet northerly.

- K. ESTABLISH – STOP SIGN – Athens Street, northbound, at Avalon Avenue.
- L. ESTABLISH – STOP SIGN – Rossi Avenue, northbound, at Anza Street.
- M. ESTABLISH – STOP SIGN – Melrose Avenue, eastbound, at Congo Street.
- N. ESTABLISH – STOP SIGN – Fair Avenue, eastbound, at Coleridge Street.
- O. ESTABLISH – STOP SIGN – Carrie Street, southbound, at Wilder Street.
- P. ESTABLISH – NO RIGHT TURN ON RED – Valencia Street, northbound, at Duboce Avenue.
- Q. ESTABLISH – TOW-AWAY NO STOPPING, 6 AM TO 10 AM and 3 PM TO 8 PM, MONDAY THROUGH FRIDAY – Bush Street, south side, from Kearny Street to Montgomery Street (extends Tow-Away No Stopping zone, MONDAY TO FRIDAY, 7AM to 9AM AND 3PM to 6PM).
- R. ESTABLISH – TOW-AWAY NO STOPPING, BUS & TAXI ONLY LANE, 6 AM TO 10 AM AND 3 PM TO 8 PM, MONDAY THROUGH FRIDAY – Bush Street, south side, from Montgomery Street to Sansome Street (extends part-time Muni only lane, MONDAY TO FRIDAY, 7 AM to 9 AM AND 3 PM to 7 PM).
- S. ESTABLISH – TOW-AWAY NO STOPPING, BUS & TAXI ONLY LANE, 6 AM TO 10 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Bush Street, north side, from Sansome Street to 151 feet easterly (extends part-time Muni only lane, MONDAY TO FRIDAY, 7AM to 9AM AND 3PM to 7PM).
- T. ESTABLISH – BLUE ZONE – “899” Tennessee Street, east side, from 14 feet to 34 feet north of 20th Street.
- U. REVOKE – BLUE ZONE – 1040 O’Farrell Street, north side, from 81 feet to 130 feet west of Van Ness Avenue.
- V. ESTABLISH – BLUE ZONE – “999” O’Farrell Street, south side, from 0 feet to 18 feet east of Van Ness Avenue, replacing parking meter stall #937. (Explanatory documents include a staff report and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 15-052

(10.2) Approving parking and traffic modifications to install pedestrian bulbouts at six intersections on Holloway Avenue between Ashton Avenue and Brighton Avenue as follows:

- A. ESTABLISH – SIDEWALK WIDENING, ESTABLISH – NO PARKING ANY TIME Holloway Avenue, north side, from Ashton Avenue to 21 feet easterly; Holloway Avenue, south side, from Ashton Avenue to 31 feet easterly; Holloway Avenue, north side, from Capitol Avenue to 20 feet easterly; Holloway Avenue, south side, from Capitol Avenue to 20 feet easterly; Holloway Avenue, north side, from Miramar Avenue to 23 feet easterly; Holloway Avenue, south side, from Miramar Avenue to 31 feet easterly; Holloway Avenue, north side, from Granada Avenue to 19 feet easterly; Holloway Avenue, south side, from Granada Avenue to 21 feet easterly; Holloway Avenue, north side, from Plymouth Avenue to 17 feet easterly; Holloway Avenue, south side, from Plymouth Avenue to 21 feet easterly; Holloway Avenue, north side, from Brighton Avenue to 23 feet easterly; and Holloway Avenue, south side, from Brighton Avenue to 21 feet easterly. (Explanatory documents include a staff report and resolution. All of the proposed actions listed above are Approval Actions as defined by S.F. Administrative Code Chapter 31.



RESOLUTION 15-053

(10.3) Authorizing the Director to execute SFMTA Contract No. 1285, Job Order Contract with Mitchell Engineering in an amount not to exceed \$3,000,000, and for a term not to exceed three years, with an option to extend the term of the contract. (Explanatory documents include a staff report and resolution.)

RESOLUTION 15-054

(10.4) Authorizing the Director to execute SFMTA Contract No. 1286, Job Order Contract with Con-Quest Contractors in an amount not to exceed \$3,000,000, and for a term not to exceed three years, with an option to extend the term of the contract. (Explanatory documents include a staff report and resolution.)

RESOLUTION 15-055

On motion to approve the Consent Calendar:

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

ABSENT: Borden

REGULAR CALENDAR

11. Approving a Supplemental Capital Budget for FY 2016 totaling \$683.3 million which includes adding \$15 million from development impact fees and appropriating these funds to individual projects; replacing \$32 million from a General Fund allocation included in the original FY 2016 Capital Budget with up to \$26 million from a voter approved General Fund allocation based on population growth and appropriating these amounts to individual projects; authorizing the swap of One Bay Area Grant funds for Light Rail Vehicle base procurement and revenue bonds for the Masonic Streetscape project and approving the related accounting adjustment of \$10.2 million; appropriating \$8 million from General Fund Baseline available above the original FY 2016 budget to certify Option 1 of the LRV procurement contract; and authorizing an accounting correction to the original supplemental appropriation for the Series 2013 and Series 2014 revenue bonds. (Explanatory documents include a staff report and resolution.)

PUBLIC COMMENT:

Members of the public expressing support: Peter Straus

RESOLUTION 15-056

On motion to approve:

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

ABSENT: Borden

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

The closed session was cancelled.

ADJOURN - The meeting was adjourned at 2:47 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).