



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
POLICY AND GOVERNANCE COMMITTEE

MINUTES

Tuesday, November 23, 2021

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room at One South Van Ness Avenue is closed.

Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Committee in advance of the meeting, please send an email to [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com) by 5pm on Monday, November 22 or call (415)646-4470.

REMOTE MEETING ACCESS

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PUBLIC COMMENT CALL IN: 888-363-4734, ACCESS CODE: 7014320

REGULAR MEETING  
9:00 A.M.

COMMITTEE  
Sharon Lai, Chair  
Gwyneth Borden  
Fiona Hinze

Jeffrey Tumlin  
DIRECTOR OF TRANSPORTATION

Caroline Celaya  
Manager, Public Records Requests

## ORDER OF BUSINESS

### 1. Call to Order

The meeting was called to order by Chair Lai at 9:05 a.m.

### 2. Roll Call

Present: Gwyneth Borden  
Fiona Hinze  
Sharon Lai

### 3. Approval of Minutes

#### PUBLIC COMMENT:

David Pilpel stated that on page two, he prefers it read that he supports state of good repair. On page three and four the reference to Anastasia, should include her last name, Yovenopoulos. He asked staff to check with the City Attorney's office on whether or not the last two pages need to be included in the minutes.

On motion to approve the minutes of the September 28, 2021 Regular Meeting: unanimously approved.

### 4. Public Comment

David Pilpel shared that he watched the Moving Forward special on KQED and felt it had a little too much focus on Director Tumlin and selective history on transit in San Francisco. There was not enough dissent on history and things happening at the SFMTA.

### 5. Presentation, discussion and possible action regarding the Potrero Yard Modernization Project update.

Jonathan Rewers, Acting Chief Financial Officer, and Lycinia Iberra, Potrero Yard Project Manager, presented the item.

#### PUBLIC COMMENT:

David Pilpel expressed concerns on the need for this project and the approach. Given Muni's vehicle needs, he doesn't think a temporary bus yard at Muni Metro East (MME) is needed. Viewing the presentation, he is not clear how the vehicles would circulate. He hopes that with deputy city attorney Robin Reitzes retiring, her knowledge of this project isn't lost. He will follow up with staff on any additional concerns.

### 6. Presentation, discussion and possible action regarding Taxi Medallion Reform.

Kate Toran, Director, Taxi and Mobility Services, presented the item.

#### PUBLIC COMMENT:

Evelyn Engels stated that she has concerns about reforms. Medallion debt relief is needed but not at the expense of the drivers. The pandemic assistance was a lifesaver. Drivers are not back at pre-COVID levels. There were 425 medallions purchased but now there are only 413. She asked what happened to the other 12. She asked how many foreclosures the SFMTA is willing to accept. She urged that the SFMTA not hold debt relief hostage. The deal in New York City was a three-way deal which included drivers, the city and the lender. The SFMTA needs to do the same.

Matt Sutter questioned the changes. He suggested the agency issue a bond and a buyback program. Supervisor Sandra Fewer is in support of changing the sales program. This program is over. Drivers were promised principal. Instead of giving money for tech companies, develop a plan. Fixed price doesn't work because you can't account for things like accidents and turn restrictions. The SFMTA blocking streets in Union Square is hindering taxi drivers. The meters are fair and accurate. Do a buyback program.

Mark Gruber stated that he agrees with the previous speakers' comments. There must be relief for purchased medallion holders and this will not be achieved if the SFMTA is a broker. The SFMTA shares responsibility for this debacle. The medallion holders must have participation in this process and it can't just be town hall meetings. They have to have a voice. Include relief for drivers who had medallions foreclosed. Drivers need to be included.

David Pilpel stated that taxi drivers are entrepreneurs who had great expectations. Given the regulatory scheme, those expectations have changed and they have suffered greatly. The SFMTA has a moral and legal responsibility to do right by drivers, the industry and the public. The SFMTA made 10-20 million from medallion sales and that money should be used here to correct these issues for drivers. Fares should be able to be paid with clipper. Taxis should be last mile solution that works with Muni and other transit options.

Miguel Marquez stated that he bought a \$200k medallion but it now feels like a Ponzi scheme. The SFMTA has crushed drivers and drivers cannot repay the loans. While the SFMTA was selling they were also in negotiations. Drivers have had to pay fees and have gotten into debt. During the pandemic, the bank only gave us two months relief, yet we were out of work for an entire year. Drivers are expecting the SFMTA do something for them. We need to have access to the red-carpet lanes and ability to drive on Market Street.

Barry Taranto stated that there are some inaccuracies on the presentation slides. Ramp taxis were not purchased. He suggested the SFMTA conduct a study to see how many wheelchair passengers are being picked up. There are 413 medallion holders but he questioned how many of those are really on the streets at this time. Actual numbers are needed.

7. Presentation, discussion and possible action regarding a Transit Update.

Julie Kirschbaum, Director of Transit, presented the item.

**PUBLIC COMMENT:**

David Pilpel commented on weekend ridership, supports less service some neighborhood routes, lines being overserved. Redirect to other routes. Missed service seems high on Saturdays. He hopes the driver extra board helps in January and going forward. Slide 6 in the presentation shows a good example on how service can be operated on Mission Street. He suggested the SFMTA split the headway. Regarding subway performance, the SFMTA CAC has a recommendation for the J Church line.

Edward Mason asked if the ridership figures were based on paid fares or observation. He inquired why the shuttle data is missing from the subway performance slide. He asked if the overtime data includes PCOs. He questioned some of the data related to New Flyers. He inquired about LRV reliability and asked about the criteria for fleet defects. He asked if there was a staff analyst for transit reliability.

ADJOURN – The meeting adjourned at 11:35 a.m.

Submitted by:

*Caroline Celaya*

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Manager, Public Records Requests

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 Ave., Suite 220, SF, CA 94102-6027 or the web site: [sfgov.org/ethics](http://sfgov.org/ethics).