



SFMTA
Municipal
Transportation
Agency

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

MINUTES

Tuesday, June 20, 2017
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 – absent at Roll Call
Malcolm Heinicke
Lee Hsu
Cristina Rubke

Absent: Joél Ramos – with notification
Art Torres – with notification

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 June 6, 2017 Regular Meeting: unanimously approved (Borden, Ramos, Torres - absent).

5. Communications

Board Secretary Boomer stated that 10.3 B regarding perpendicular parking on Vicente St. had been removed from the agenda at the request of staff. In addition, with regard to Item 12, Potrero Avenue Streetscape Improvement Project, Ms. Boomer announced that the removal of parking on the west side of Potrero Street between 21st and 22nd streets had been removed from the agenda at the request of staff.

Director Borden arrived.

Carolina Morales, Office of Supervisor Ronen, expressed appreciation for tabling consideration of the block on Potrero Street near S.F. General Hospital and for continuing to work with the Fire Department.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director's Report (For discussion only)

- Update on Vision Zero
- Ongoing Activities

John Haley, Director, Transit Services, recognized Jeff Flynn, Chief Transit Officer, Transit Services.

Director Reiskin postponed presenting the rest of the Director's Report until the end of the meeting.

Ed Reiskin, Director of Transportation discussed safety improvements in Golden Gate Park; open house for the Inner Sunset Streetscape Improvement Project; expansion of regional bike share program and new fare changes.

8. Citizens' Advisory Council Report

No report.

Chairman Brinkman announced that she was going to postpone Item 9, General Public Comment, until after Item 14, given the number of people in the room wishing to speak on various matters on the agenda.

9. Public Comment

Nathan Dwiri is aware that there are limitations on what the SFMTA can do but the taxi industry is in dire straights. Taxi drivers have to pay an annual fee which, this year, is almost \$1200. He urged the Board to consider dropping or reducing the fee so there can be some relief.

Robert Cesana asked that the medallion fee be waived this year for all medallion holders. The Board of Supervisors asked the SFMTA to do that. The SFMTA is responsible for 50% of the failure of the taxi industry but it lost interest when the agency couldn't buy as many buses due to the failure of the taxi medallion sales. He doesn't see the SFMTA being tough enough to reform the industry. There needs to be one app for all taxis. That's what the public wants.

Tara Housman stated that the medallion renewal fee is up to \$1200. This is 18.9% of her gross income in a year. In addition, she has to pay other fees in order to legally operate. The medallion fee didn't use to be more than five percent of her gross income. She wondered if other industries were forced to pay the same percent. She thinks the SFMTA should stop making money off her back and reduce the permit fees so they reflect the cost of doing business. It's too much.

Marcelo Fonseca said that given the Transportation Network Company (TNC) regulatory fee environment, it's unfair to charge a renewal fee of over \$1000. The SFMTA is abusing its' power and is in denial of the situation faced by taxi drivers. Medallion holders who are not fit to drive are receiving no compensation. He urged the Board to show compassion and waive the fee.

Fred Lein implored the Board to accept the unanimous recommendation of the Board of Supervisors to waive the medallion fee for all medallion holders this year. Most cab drivers earn very little, or nothing, for their medallion. The Board should show some humanity and waive the fee.

Denta Tadesse stated that he has been repeatedly discriminated against in the SFMTA denying that his dog is a service dog. The rules discriminate against him. His requests to speak to Board members and staff have been denied. He was removed from a cable car. He was told that riding inside a cable car was his only option. He wondered why he wasn't allowed to speak with the Board.

Norma Geer stated that 30 years of driving has been hard on her body. She has no more money left. Without family and savings, she wouldn't be able to pay more than her rent. Paying the medallion fee is really hurting her and she can't do it any longer. Taxi drivers work hard and are disrespected. She asked the Board to waive the fee.

Stanford Kramer stated that the medallion fee is absurd. Nobody is making money any longer. It's ridiculous. It's hopeless out there. The industry has died.

Dmitry Nazarov stated that anybody can drive a TNC. Every year he pays his fees. The SFMTA should make TNC drivers pay \$5000 per year. People who got the free medallion are suffering. Nobody is buying a medallion so he can't get out of the business. Nobody is giving cab drivers a future. The industry doesn't work any longer.

Charles Walker stated that cab drivers want medallion fees to be waived for all medallion holders. The situation is dire. Please waive the fee for this year. The city needs a cab industry.

Barry Taranto stated that it's ironic that cars are being taken off the road. People are coming from hours away to drive in San Francisco. Passengers are starting to come back to taxis because taxi drivers know where they're going and how to get to a destination the fastest. Peter and Eric, who are taxi investigators, have gone out of their way. They are doing the best that they can. There was a committee set up to discuss the Drivers Fund but Kate Toran and Ed Reiskin threw the committee's recommendations into the toilet without discussion. There's a huge controversy. The industry needs to be fixed.

Jim Margolis doesn't know what the congestion report will find. In New York City, there was an effort to limit the number of vehicles but some powerful people stopped it. They said the congestion wasn't the result of TNCs but then later changed their mind.

Carl Macmurdo advocated for waiving the medallion fee for the Pre-K and Post-K medallion holders. The idea was that when a cab driver was too old to drive, there would be an income. People are now having to look for jobs. The TNC model is not viable in the long term. The SFMTA needs to charge less money. The vote at the Board of Supervisors was to recommend waiving the medallion fee but nobody has responded. The SFMTA needs to say why they have chosen to ignore that recommendation. The SFMTA has autocratic authority.

Tariq Mehmood said that taxi drivers and medallion drivers are both crying over the fees they have to pay. With the driver fund, originally it was a 13 member task force but it was overrun by medallion holders. The medallion holders will get relief and the money they get will help them pay their medallion fee. This fee should go to the taxi drivers. He can turn the business around in 30 days but nobody will meet with him.

Mary McGuire stated that she would love to get \$6,000 per year but she gets nothing. Nobody is making money off of a taxi medallion. There's no cab stand at Fisherman's Wharf. The cab stand at CalTrain was moved back so taxis can't be seen. At the ballpark, plans are made but nobody tells the parking control officers about it so they can't get in. The people of San Francisco support cabs and they don't want TNCs.

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. Luz Maria Gonzalez Hernandez vs. CCSF, Superior Ct. #CGC16550680 filed on 2/29/16 for \$18,000
- B. Melissa Watson vs. CCSF, Superior Ct. #CGC16554901 filed on 10/18/16 for \$20,000 (998 offer)
(Explanatory documents include a resolution.)

RESOLUTION 170620-075

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – RED ZONE – 3rd Street, east side, from Shafter Avenue to 23 feet southerly.
- B. ESTABLISH – RED ZONE – Mission Street, west side, from Florentine Street to 30 feet northerly; Mission Street, east side, from Florentine Street to 22 feet southerly; Mission Street, west side, from Ottawa Avenue to 25 feet northerly; Mission Street, east side, from Ottawa Avenue to 42 feet southerly; Mission Street, east side, from France Avenue to 25 feet southerly; and Randolph Street, north side, from Bright Avenue to 25 feet easterly.
- C. ESTABLISH – PERPENDICULAR PARKING – Tennessee Street, east side, between 23rd Street and 24th Street.

- D. ESTABLISH – NO PARKING ANY TIME – ESTABLISH – SIDEWALK WIDENING – Hyde Street, east side, from Sutter Street to 18 feet southerly Sutter Street, south side, from 20 feet to 23 feet east of Hyde Street.
- E. RESCIND – TOW-AWAY NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – 40th Avenue, west side, from 21 feet to 58 feet north of Taraval Street.
- F. ESTABLISH – TOW-AWAY NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – 41st Avenue, west side, from 20 feet to 58 feet south of Santiago Street.
- G. ESTABLISH – 1-HOUR TIME LIMIT, 7 AM TO 6 PM MONDAY THROUGH SATURDAY – 40th Avenue, west side, from Taraval Street to 60 feet northerly.
- H. ESTABLISH – STOP SIGNS – Innes Avenue, westbound, at Donahue Street; Donahue Street, northbound and southbound, at Innes Avenue; Friedell Street, northbound and southbound, at Innes Avenue; Friedell Street, southbound, at Kirkwood Avenue; Jerrold Avenue, westbound, at Friedell Street; Jerrold Avenue, eastbound, at Coleman Street; Coleman Street, northbound and southbound, at Jerrold Avenue; Coleman Street, northbound and southbound, at Innes Avenue/Innes Court; Innes Avenue, eastbound, at Coleman Street; and Innes Court, westbound, at Coleman Street.
- I. ESTABLISH – BLUE ZONE – Friedell Street, west side, from Jerrold Avenue north property line to 20 feet southerly; and Innes Court, east terminus, at 450 east of Coleman Avenue.
- J. ESTABLISH – RED ZONE – Donahue Street, east side, from Jerrold Avenue north curb line to 25 feet southerly; Friedell Street, west side, from Jerrold Avenue south curb line to 22 feet northerly; Innes Avenue, south side, from Friedell Street to 33 feet westerly; and Jerrold Avenue, north side, from 10 feet to 33 feet east of Friedell Street.
- K. REVOKE – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “1650” Valencia Street, west side, from 0 feet to 25 feet south of Duncan Street.
- L. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – “10” Duncan Street, north side, from 32 feet to 52 feet west of Valencia Street.
- M. RESCIND – BLUE ZONE – Laguna Street, west side, from Bay Street to 20 feet southerly.
- N. ESTABLISH – BLUE ZONE – Laguna Street, east side, from 10 feet to 30 feet north of Francisco 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 170620-076

(10.3) Approving various parking and traffic modifications associated with the Vicente Bicycle Lane project as follows:

- A. ESTABLISH – BICYCLE LANES - Vicente Street, eastbound, from 17th Avenue to 19th Avenue (Class II Bikeway); Vicente Street, eastbound and westbound, from 20th Avenue to 22nd Avenue; Vicente Street, eastbound, from 22nd Avenue to 24th Avenue; Vicente Street, eastbound and westbound, from 24th Avenue to Lower Great Highway
- B. ESTABLISH – PERPENDICULAR PARKING - Vicente Street, south side, between 44th Avenue and 45th Avenue; and Vicente Street, south side, between 45th Avenue and 46th Ave
- C. RESCIND – 45 DEGREE FRONT-IN PARKING - Vicente Street, south side, between 39th Avenue and 40th Avenue
- D. ESTABLISH – 45 DEGREE BACK-IN PARKING - Vicente Street, south side, between 39th Avenue and 40th Avenue (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.)

Item 10.3 B was removed from the agenda at the request of staff.

Item 10.3 was severed from the Consent Calendar at the request of members of the public.

PUBLIC COMMENT:

Members of the public expressing support: Julia Raskin and Paul Stein

Members of the public expressing opposition: Eileen Boken

RESOLUTION 170620-077

On motion to approve:

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

ABSENT – Ramos and Torres

(10.4) Approving a traffic modification to reopen the street to vehicular traffic as follows:

- A. RESCIND – STREET CLOSURE - Russ Street from Minna Street to 76' southerly.
(Explanatory documents include a staff report and resolution. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31)

RESOLUTION 170620-078

(10.5) Authorizing the Director to retroactively execute the Contract Amendment #2 to Contract No. 2015-26, with moovel North America, for software development services for the MuniMobile smartphone ticketing application, to extend the term of the Agreement to October 15, 2018 at no additional cost. (Explanatory documents include a staff report, resolution and amendment.)

RESOLUTION 170620-079

(10.6) Authorizing the Director to execute Contract Modification No. 3 to Contract No.2011-12-08 with Serco, for Parking Meter Coin Counting, Collection, and Support Services, to adapt service requirements in the contract to new technologies, increase the monthly management fee, change the contract from a crew-based system to an hourly billing system, and extend the contract for four years, to July 31, 2021, with no increase in the contract amount. (Explanatory documents include a staff report, scope, financial plan, modification and resolution.)

RESOLUTION 170620-080

(10.7) Making environmental findings and authorizing the Director to execute Contract Amendment #4 to SFMTA Contract # 2013-19: Procurement of New Light Rail Vehicles (LRV4), with Siemens Industry, Inc., to provide four additional LRV4 vehicles for an amount not to exceed

\$15,875,000, with no increase in the total contract price and no increase in the overall term of the contract. (Explanatory documents include a staff report, resolution, environmental documents and amendment.)

RESOLUTION 170620-081

(10.8) Authorizing the Director, jointly with the Department of Human Resources, to award Contract #SFMTA-2015-58, Workers' Compensation Third Party Claims Administration Services with Intercare Holdings Insurance Services, to provide workers' compensation claims administration services, for an contract amount not to exceed \$26,179,119, (not to exceed \$14,576,915 for the SFMTA, and not to exceed \$11,602,204 for DHR), for a total contract base term from August 1, 2017 to July 31, 2020. (Explanatory documents include a staff report, contract and resolution.)

RESOLUTION 170620-082

(10.9) Appointing Cheryl Brinkman, Chairman, SFMTA Board of Directors to serve as its representative on the Peninsula Corridor Joint Powers Board of Directors. (Explanatory documents include a staff report and resolution.)

RESOLUTION 170620-083

On motion to approve the Consent Calendar (Item 10.3 severed and Item 10.3B removed):

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

ABSENT – Ramos and Torres

REGULAR CALENDAR

11. Amending Transportation Code, Division II to create new definitions for a Shared Electric Moped Organization, Shared Electric Moped, and Shared Electric Moped Parking Permit program and establish permit fees and permit program requirements. (Explanatory documents include a staff report, amendments and resolution.)

Andy Thorney, Senior Analyst, Parking Group, presented the item.

Supervisor Sandra Lee Fewer stated that a thoughtful discussion about this and other emerging services needed to be had. Scoots' growth plan needs to be considered. There needs to be a compromise and equity. Scoots training courses are only offered in English. The issue of scrap parking needs to be looked at. Scoot vehicles should be able to be parked between cars. She asked if there is a minimum space required between cars and Scoots. She would like to see the mode-share data.

PUBLIC COMMENT:

Members of the public expressing support: Henry Karnilowicz, Michael Keating, Eli Saddler, Alex Bernstein, Carson Lepre, Jeanie Grant, Phil Li, Mike Sabes, Ben Becker, Mike Eppink, Kieran Farr, Camille Matonis, Alex Garcia, and Tone Lee

Members of the public expressing opposition: Maurice Franco, Steve Seltser, Barbara Simkin, M.P.R. Howard, Martin Kazinsky, Robert Cesana, Jesus Gomez, and Mari Eliza

Vice Chairman Heinicke requested a report in six months.

On motion to amend the item to remove the eight foot limit and report back to the Board in six months:

ADOPTED: AYES – Borden, Brinkman, Heinicke, and Rubke

NAYES - Hsu

ABSENT – Ramos and Torres

RESOLUTION 170620-084

On motion to approve as amended:

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

ABSENT – Ramos and Torres

12. Making environmental findings and approving various parking and traffic modifications as part of the Potrero Avenue Streetscape Improvement Project as follows:

- A. ESTABLISH – FIVE-FOOT SIDEWALK WIDENING AND TOW-AWAY NO PARKING ANYTIME - Potrero Avenue, east side, from 21st Street to 75 feet southerly
- B. ESTABLISH – FOUR-FOOT TRANSIT BULB AND TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, west side, from 24th Street to 105 feet southerly
- C. ESTABLISH – BUS ZONE - Potrero Avenue, east side, from midblock crosswalk between 22nd Street and 23rd Street to 100 feet northerly
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Potrero Avenue, east side, from 19th Street to 160 feet southerly; Potrero Ave, east side, from 75 feet to 93 feet south of 21st Street; Potrero Avenue, east side, from 20 feet to 53 feet north of 22nd Street (East); Potrero Avenue, west side, from 23rd Street (West) to 60 feet northerly; Potrero Avenue, west side, from 23rd Street (West) to 40 feet southerly; Potrero Ave, west side, from 23rd Street (East) to 105 feet southerly; Potrero Ave, west side, from 24th Street to 145 feet northerly; and Potrero Ave, west side, from 105 feet to 132 feet south of 24th Street
- E. ESTABLISH – TOW-AWAY NO STOPPING 7-9AM AND 3-7 PM MONDAY – FRIDAY; TOW-AWAY NO PARKING ALL OTHER TIMES - Potrero Avenue, west side, from 22nd Street (East) to 195 feet northerly; and Potrero Avenue, west side, from 22nd Street (East) to 95 feet southerly
- F. RESCIND – TOW-AWAY NO STOPPING ANYTIME - Potrero Ave, west side, from 18th Street to 43 feet southerly; and Potrero Ave, east side, from 18th Street to 159 feet southerly
- G. ESTABLISH – RED ZONE – Potrero Avenue, east side, from 16th Street to 25 feet southerly; Potrero Avenue, west side, from 18th Street to 40 feet northerly; and Potrero Avenue, west side, from 20th Street to 32 feet northerly

H. ESTABLISH – NO RIGHT TURN EXCEPT BIKES - Potrero Avenue, southbound, at 23rd Street (Explanatory documents include a staff report, legislation, proposal, environmental documents and resolution.)

Board Secretary Boomer noted that traffic modifications related to the removal of parking on the west side of Potrero Street between 21st and 22nd streets had been removed from the agenda at the request of staff.

Julie Kirschbaum, Project Manager, Operations Planning, presented the item.

Director Borden left.

PUBLIC COMMENT:

Members of the public expressing support: Julia Raskin, Elliot Schwartz, and Daria Siciliano

Members of the public expressing opposition: David Jayne, Mari Eliza, Ricardo Rodriguez, John Abbott, M.P.R. Howard, Cynthia Anderson, Susan Baker, Caroline Grenot, Jesus Gomez, and Tone Lee.

Vice Chairman Heinicke asked staff to follow up with the speaker regarding the impact of these changes on deliveries to their business.

RESOLUTION 170620-085

On motion to approve:

ADOPTED: AYES – Brinkman, Heinicke, Hsu, and Rubke

ABSENT – Borden, Ramos and Torres

13. Presentation, discussion and possible action regarding the Van Ness Improvement Project. (Explanatory documents include a slide presentation.)

Peter Gabancho, Project Manager, Van Ness Improvement Project, presented the item.

PUBLIC COMMENT:

Robert Cesana said that the SFMTA doesn't seem to be able to do the simplest things. Bus drivers don't seem to know where a bus stop is that has been moved. It would be simpler if someone could put a poster of the bus stops on the bus.

Barry Taranto wondered if the northbound left turn on Hayes was going to be kept. It's a very important left turn and the route to reach Fell and Oak. Ninth Street is packed. At night, Van Ness is faster due to signal timing. It would be great to publicize when the project will be finished.

Martin Kazinski stated that the project is taking a long time. He asked for a left turn for taxis on Ellis St. Right now, that left turn is just for Golden Gate Transit buses. A few left turns should be allowed where it's safe.

14. Presentation, discussion and possible action regarding the Transportation Authority's study on Transportation Network Companies. (Explanatory documents include a report.)

Joe Castiglione, Deputy Director, Technology, Data and Analysis, San Francisco County Transportation Authority, presented the item.

PUBLIC COMMENT:

Marcelo Fonseca stated that he was not surprised about the number of Transportation Network Company (TNC) vehicles on the street. He expressed hope that the SFMTA, the Transportation Authority and the Police will enforce the traffic codes on every TNC. Every vehicle engaged in commercial business must register with the Dept. of Motor Vehicles.

Martin Kazinski stated that there's lots of congestion and construction. People can't get through the City. The taxi industry can't compete. He suggested putting a tax on every pick up and drop off in the amount of five dollars. This will level the playing field. The city leaders should be asked whether they want taxi service in San Francisco. The biggest loser is public transportation. There are empty buses.

Charles Walker stated that the study confirmed what everybody knew. There's just too much traffic on the street. Almost 50% of the cars have TNC stickers. This is about quality of life and the ability to do business. It's frustrating. It has to be limited.

Tone Lee recommended downloading the Uber app. The app is powerful. This is the reason why taxis are losing. The color scheme is the poison of the industry. TNCs are cheap and convenient. The taxi industry doesn't have the timing nor the technology to compete. He wondered why he has to pay a color scheme every month.

Mark Gruberg called the report a great start. He is looking forward to further reports. The implications to the environment are obvious. There are also safety implications. Anybody who uses the streets has seen an upsurge in terrible driving, in large part due to TNC drivers who have no respect for the law. Every effort must be made to get the data from the TNCs.

Barry Taranto stated that this is a serious issue. The sheer numbers of TNCs and their behavior on the streets are two separate issues. The report shows that these vehicles are taking from other forms of transportation and not just taxis. They are using the red transit-only lanes and are making illegal turns. They do not observe parking and traffic laws. Parking Control Officers should indicate whether a vehicle is a TNC on each citation. This needs to be tracked.

Tara Housman stated that staff did an amazing job with the information they had. She is angered by the CPUC refusing to divulge the data that they have from the TNCs. There is usually a politeness between government agencies. The SFMTA should demand cooperation and if they refuse, this should be made public.

Carl Macmurdo expressed appreciation for the study. TNCs and congestion are the same. Other cities around the world have dealt with this problem. Their predatory pricing violates federal anti-trust laws. The CPUC has jurisdiction but the City should enforce local rules, such as requiring TNCs to register as a commercial business. They are committing insurance fraud. If you fail to enforce against illegal activities, this aids and abets the predatory pricing.

Tariq Mehmood stated that the study is flawed. There are two thousand medallions on the market. What taxis pick up is only 14,000 rides which is about six rides per shift and the taxi driver would be taking home \$60. There aren't more than three or four TNCs per block. Thirty three percent of the streets are given to cyclists.

Mary McGuire wondered why the CPUC is protecting TNCs and why they don't think that releasing the data is in the public interest. A camera on a 14 Mission would show illegal U-turns being made repeatedly. It's amazing that nobody has been killed yet. Uber drivers come from across California to drive in San Francisco. The SFMTA needs to think about how to get money from TNC drivers. Taxi drivers are not making money. Congestion pricing is a radical idea but it should be considered.

James Margolis stated that the speaker said not to come in with preconceived notions. He was very smooth. He wondered why the speaker needed to say that. He also said that TNCs were more efficient than taxicabs and he doesn't know why the speaker said that. There was an article in the Examiner about getting information about congestion. The Mayor suggested working with TNCs to get the data in exchange for driver training. The city has no business taking this on.

Robert Cesana stated that San Francisco needs taxis for old people and for people who don't have credit cards, smart phones or who don't speak English. The only reason there are so many TNCs is because they are so cheap. It's insane. A TNC is cheaper than a bus. The SFMTA can't control TNCs but they can tax them. The Airport Commission is already doing that.

Dmitry Nazarov stated that everybody is talking about the environment but TNCs are living in another world. Nobody is coming to the taxi business any longer and taxi drivers are getting older. The taxi business and bus drivers will be killed due to the TNC business. He asked the Board to reduce the requirement to belong to a color scheme. If the City wants the taxi business to exist, it needs to act. The industry is dying

ADJOURN - The meeting was adjourned at 5:44 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.