



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

**MINUTES**

Tuesday, March 16, 2021

**REGULAR MEETING  
1 P.M.**

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 (Room 400) 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 Board in advance of the meeting, please send an email to [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com) by 5pm on Monday, March 15, 2021 or call (415) 646-4470. Please see the information on the next page for remote meeting access.**

**SFMTA BOARD OF DIRECTORS**

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair  
Cheryl Brinkman  
Steve Heminger  
Fiona Hinze  
Sharon Lai  
Manny Yekutieli

Jeffrey Tumlin  
**DIRECTOR OF TRANSPORTATION**

Caroline Celaya  
**ACTING SECRETARY**

## ORDER OF BUSINESS

### 1. Call to Order

Chair Borden called the meeting to order at 1:00 p.m.

### 2. Roll Call

Present: Gwyneth Borden  
Cheryl Brinkman  
Amanda Eaken  
Steve Heminger  
Fiona Hinze  
Sharon Lai  
Manny Yekutieli

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

No announcement made.

### 4. Approval of Minutes

No public comment.

On motion to approve the minutes of the March 2, 2021 Regular Meeting: unanimously approved.

### 5. Communications

Chair Borden discussed the virtual meeting and expressed appreciation to staff for their work to enable the meeting to be held via teleconference. Board Secretary Celaya reviewed how members of the public could watch the meeting and address the Board.

No public comment.

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

Director Yekutieli requested an update on a connected line of “Slow Streets” across the city and a vision for the program.

Director Heminger requested a discussion on Parking Authority responsibilities.

Director Hinze requested a report on vehicle cleaning practices.

Director Eaken suggested that the Director of the Environment be invited to a meeting to discuss overall climate emissions.

No public comment.

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

### -Ongoing Activities

Director Tumlin discussed federal funding, Covid-19 Vaccinations, Vision Zero, Shared Spaces, Shelter-in-Place anniversary statistics, Youth Transportation Advisory Board, and Operator Appreciation Day.

### PUBLIC COMMENT:

Hayden Miller discussed the signage in Golden Gate Park. It seems like motorists don't care about signs or paint on the ground. Drivers disregard them and they don't make a difference. He suggested the Agency move past using plastic posts and use creative ways, such as speed bumps, to address issues. He suggested the Agency be more proactive with enforcement in shared spaces to ensure wheelchair users can pass and people can distance themselves. Some shared spaces block people from safely getting off a bus. He asked if the Shared Spaces program takes away parking revenue.

Barry Taranto stated that there is a problem with delivery trucks having no place to park in the shared spaces areas so they double park and cause congestion, particularly on Mission Street. He urged the Board to look at the Shared Spaces impact on other users. He thanked the agency for providing personal protective equipment but noted that the products are being stolen.

David Pilpel would like to see the aggregate number of SFMTA staff that have been vaccinated. The public interest in disclosure is high and the public will feel more comfortable riding the system as staff are increasingly vaccinated.

Claire Bennett discussed the dangerous intersection at Irving Street and 42<sup>nd</sup> Avenue. Due to Slow Streets, traffic has been directed to Irving and there's no stop sign. While there have been some improvements to the area, there still needs to be a stop sign and traffic calming.

Jodie Medeiros thanked the Board for their support of AB550, Assemblyman Chiu's bill related to speed safety enforcement. This is a promising step in support of Vision Zero. In February, Walk SF brought together 30 neighborhoods to create a unified directive for the next strategy and to address the two biggest threats, speeding and dangerous crossings. She would like to see the passing of a 20-mile per hour policy neighborhood wide.

Aleta Dupree stated that it is important to have continued support for the shared electric bikes and scooters. She is interested in how much federal funding the SFMTA receives and how it will be spent. She urged the Board to take into account that fare revenue will increase as vaccinations increase and people go back to work. She suggested the SFMTA set up a place for employees to receive the vaccination.

Anonymous discussed the Shared Street proposal on 12<sup>th</sup> Avenue and believes it is not needed. The sidewalks are not crowded and everyone wears masks. 12<sup>th</sup> Avenue hits Golden Gate Park and the park

is a good place for people to exercise. Also, the noticing of the Shared Streets is disappointing. There are no signs on poles or anything like that.

Eric Russo discussed the Tenderloin Community Benefits and Traffic Safety Task Force letter asking for a new Vision Zero strategy to be cost effective in the high injury network. Infrastructure improvements help play a role in traffic safety and must be prioritized. Aggressive strategies, like red light cameras, are needed to keep people safe and protect those most vulnerable. Drivers not stopping at red lights are the main reason people get hit. A new approach is needed to include speed management and traffic calming. Refocus efforts to meet the goals.

Dr Monique Schaulis discussed the Coalition Vision Zero letter. Physicians care about traffic safety. Non-car travel promotes physical safety and mental health. It also helps San Francisco be a world class tourist destination which will help the economic recovery from the pandemic. Traffic related accidents have long term consequences. Take action now and focus on the quick build program.

Cat Carter expressed appreciation for the discussion on protected bike lanes and curb management. The bike network needs to be designed around people and not cars with a complimentary effort on making Muni service more reliable. 80 miles of street safety improvements and four miles of transit lanes have been implemented during this emergency. Too many people will be car dependent without a viable alternative. Improve Muni service and more people will ride it.

Claire Amable discussed the Vision Zero strategy. There are only two years left to reach the Vision Zero goal. Focus resources to reduce the high-risk speed, which is the number one contributor to crashes. Speed limits need to be lowered city wide. She recommends quick build projects, intersection safety, left turn calming, and more technology to reduce dangerous driving, particularly in communities of color. Be proactive in building a better future for San Francisco.

## 8. Citizens' Advisory Council Report

Neil Ballard, Chair, Citizens' Advisory Council, presented the report.

### PUBLIC COMMENT:

Hayden Miller stated that as a SFUSD student, these recommendations are important to him. especially the 29 line. There needs to be a better plan for when schools reopen and a long-term plan for the needs of students. Bus lines are not always used at optimal school times which is why the Youth Transportation Board is good. He urged the Board to integrate the CAC's recommendations. There also needs to be some urgency to resuming rail service.

## 9. Public Comment

Steven Bingman thanked the SFMTA for the calendar item to reduce speed limits in the Tenderloin. He urged quick build projects on the high injury network, left turn calming, and daylighting on many streets. These are known practices to reduce injuries. His daughter was killed biking to work and he has been trying to make streets safer ever since.

David Pilpel recognized the passing of former Deputy City Attorney, George Krueger who served as the attorney assigned to transit. He respected Krueger's work. He inquired if there was an update on the physical spacing guidance for transportation spacing of passengers on vehicles. This affects service.

Hayden Miller stated that he spoke with staff about safety on buses. He's happy to see masks and sanitizers on the busses. The reaction on social media is negative because masks are in a bin and people can touch the other masks. He asked staff to consider placing them in paper bags. He urged the Agency to place them on more buses and light rail vehicles.

Harlow urged the approval of free Muni for all during the pandemic. Transit is a right, not a commodity. It's great that there are free rides to vaccination sites, but students going to school and other places are important too. We are all relying on essential workers to get to essential activities. "Free Muni" would reduce gas emissions and local air pollution. Free transit is essential to improving our society. Please provide it for the duration of the pandemic.

Pilar demanded a fare free Muni. She works with families struggling during the pandemic and transit costs are a burden, especially for those who lost their jobs. Schools are reopening soon so she urged free transit for students.

PJ Eugenio called for free transit during the state of emergency and not just for those traveling to get vaccinated. Paying for transportation is the last thing that struggling families and students should have to worry about.

Tyler urged the Agency to provide free transit during the pandemic. People have been laid off their jobs and they need free transit, particularly low-income riders and people of color who are most affected by COVID. He urged the Board to consult riders in Bayview to see how they can better be served and ensure bus Operators don't lose their jobs.

Barry Taranto discussed cars double parking and cars parking in the bike lanes. On Mission Street between 7<sup>th</sup> and 8<sup>th</sup>, there are a lot of delivery orders that block transit lanes in both directions. It's difficult to maneuver in that area because of the double parking. It's disappointing to see staff spending more time on scooters than taxis. There's no enforcement of cab stands. Also, the no right turn on red signage isn't placed properly.

Jennifer urged the Board to make Muni free for all, at least during the pandemic. Making Muni free to get vaccinations is great but it needs to be expanded. Free transit lowers gas emissions and increases ridership. Transit is a right, not a commodity. She urged the SFMTA to consult underserved neighborhoods to see how they can be better served.

Raymond Castillo stated that he is excited there is free Muni to travel to get vaccinated, but fare relief should be expanded. He called for free Muni during the pandemic because people have lost their jobs and are struggling to pay rent. Free Muni will help them.

Maggie Tong stated that the SFMTA needs a better strategy to reach Vision Zero, particularly in Chinatown, which is very dense with heavy foot traffic. She would like to see intersection safety

improvements which are listed in the coalition’s letter. These will help eliminate traffic fatalities by 2024.

Herbert Weiner stated that in the absence of Muni policy, there are cliches such as “better late than ever”, “we break it, you ride it”, and “every rider left behind”.

Emily stated that she rides the 5 and 7 lines. She supports free Muni during pandemic. Free Muni to get the vaccines is a good first step, but it needs to be expanded.

Aleta Dupree is interested in seeing free Muni for all to give people a financial break. She urged the SFMTA to rethink and reframe payment options. She noted that there are still Americans with Disabilities Act transit stops that are not accessible. She urged the Board to steer federal funding dollars towards accessibility.

Josie Delarosa urged free Muni for all, which will decrease emissions and improve economic recovery. She urged the SFMTA to lobby the Metropolitan Transportation Commission to increase funding for public transit, look for funding sources, and support ballot measures so that transit can be free.

Anonymous urged a fare free Muni during the pandemic. Schools are reopening and it’s crucial for families that rely on transit to get to school. Not all families have cars. Also, restore school routes during the week.

Jeannine demanded free Muni during the pandemic. This will restore ridership and lower gas emissions. It will help with students with schools reopening.

Dave called for free Muni for all during the pandemic. People are struggling with job loss.

Nayeli Velasquez demands free Muni for all during the pandemic. Free rides for getting the vaccines is a good first step, but fare relief needs to be expanded.

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) 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. Amber Jones EEO Complaint, EEOC #37A202002973C for \$15,000. (Explanatory documents include a resolution.)

RESOLUTION 210316-32

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA, ESTABLISH – 2 HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMITS, Shotwell Street, both sides, between Precita Ave. and Cesar Chavez St.
- B. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA O, 2323 19th Ave.
- C. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA S, 3968-3970 24th Street.
- D. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA I, 877 – 881 Valencia Street.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Z ELIGIBILITY, 3210-3212 Mission Street.
- F. RESCIND – 2-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, EXCEPT VEHICLES WITH AREA EE PERMIT, ESTABLISH – 4-HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 6 PM, 25th Street, south side, from Minnesota St. to Indiana St.
- G. RESCIND – TOW-AWAY NO STOPPING, 7AM TO 9AM AND 4PM TO 7PM, MONDAY THROUGH FRIDAY, RESCIND – TOW-AWAY LANE MUST TURN LEFT, 10th Street, east side, between Jessie Street and Mission Street.
- H. RESCIND – TOW-AWAY NO STOPPING, 7AM TO 9AM AND 3PM TO 7PM, MONDAY THROUGH FRIDAY RESCIND – TOW-AWAY LANE MUST TURN LEFT 10th Street, east side, between Harrison Street and Bryant Street.
- I. RESCIND – TOW-AWAY, NO STOPPING, 4PM TO 6PM, MONDAY THROUGH FRIDAY, Bay Street, north side, between Octavia Street and Columbus Street, Bay Street, north side, between Jones Street and Taylor Street.
- J. RESCIND – RESIDENTIAL PERMIT PARKING, AREA "A", 8AM TO 4PM, 6PM TO 9PM, MONDAY THROUGH SATURDAY, ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA "A", 8AM TO 9PM, MONDAY THROUGH SATURDAY, Bay Street, north side, between Polk Street and Columbus 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 210316-33

(10.3) Awarding Contract No. 1315, San Jose Substation Upgrade Phase 1, to Cal State Constructors, Inc., to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance, in the amount of \$3,197,014, and for a term of 500 days. (Explanatory documents include a staff report, resolution and financial plan. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.)

RESOLUTION 210316-34

(10.4) Authorizing the Director to execute Contract No. 2020-64, Overhaul of Breda Light Rail Vehicle Master Controllers, with Denver Test Systems, to overhaul up to 150 base master controller units on 75 Breda light rail vehicles, with an option to overhaul up to 148 additional master controller units on 74 Breda LRVs, in an amount not to exceed \$1,840,746, and for a term not to exceed 30 months. (Explanatory documents include a staff report, resolution and contract.)

RESOLUTION 210316-35

(10.5) Approving a six-month promotional program waiving Muni and Paratransit Fares for customers traveling to and from locations to receive Covid-19 vaccinations starting March 16, 2021 until September 16, 2021. (Explanatory documents include a staff report and resolution.)

RESOLUTION 210316-36

PUBLIC COMMENT:

Members of the public expressing support: Aleta Dupree (10.3 and 10.4)

Members of the public expressing opposition: Barry Taranto (10.2 G-J)

On motion to approve the Consent Calendar:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, Hinze, Lai and Yekutieli

REGULAR CALENDAR

11. Amending the Transportation Code, Division II, Section 702 to modify speed limits on the following streets in the Tenderloin:

- A. REDUCE - FROM 25 MPH TO 20 MPH SPEED LIMIT – Grove Street, between Van Ness Avenue and Market Street; McAllister Street, between Van Ness Avenue and Market Street; Golden Gate Avenue, between Van Ness Avenue and Market Street; Turk Street, between Van Ness Avenue and Market Street; Eddy Street, between Van Ness Avenue and Mason Street; Ellis Street, between Van Ness Avenue and Mason Street; O’Farrell Street, between Van Ness Avenue and Mason Street; Geary Street, between Van Ness Avenue and Mason Street; Post Street, between Van Ness Avenue and Mason Street; Sutter Street, between Van Ness Avenue and Mason Street; Polk Street, between Sutter Street and Grove Street; Larkin Street, between Sutter Street and Grove Street; Hyde Street, between Sutter Street and Market Street; Leavenworth Street, between Sutter Street and Market Street; Jones Street, between Sutter Street and Market Street; Taylor Street, between Sutter Street and Market Street; and Mason Street, between Sutter Street and Market Street. (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 210316-37

PUBLIC COMMENT:

Members of the public expressing support: Eric Roselle, Claire Mobley, Kevin Stahl, Evan Ravitt, Patrick Traugher, Heidi Peterson and Hayden Miller

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

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, Hinze, Lai and Yekutieli

12. Adopting the San Francisco Municipal Transportation Agency's Zero Emission Bus Rollout Plan as a roadmap and living document in pursuit of a full transition to zero-emission buses and infrastructure, in accordance with the California Air Resource Board's Innovative Clean Transit regulation. (Explanatory documents include a staff report, resolution and plan.)

RESOLUTION 210316-38

PUBLIC COMMENT:

Members of the public expressing support: Hayden Miller and Aleta Dupree

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

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, Hinze, Lai and Yekutieli

13. Presentation and discussion regarding the SFMTA's budget and financial status. (Explanatory documents include a slide presentation.)

PUBLIC COMMENT:

Aleta Dupree suggested the Board look at modeling that allows for increase in fare revenue. People will ride the system more after employees are vaccinated and quarantine restrictions are lifted. A fare increase should be off the table. The City needs to pay whatever gap remains.

Hayden Miller stated that cutting costs will hurt service, but banking on additional revenue forever is not sustainable. The SFMTA has to stop folding to political pressure from supervisors, the mayor and everyone else. He urged the Board to go with the plan that is going to balance the budget.

David Pilpel stated that the current service level is insufficient. As the City relaxes the physical spacing requirement, more capacity will be allowed on the buses. Then the Agency could restore service

depending on the demand. No one knows what the demand will look like in the future so it's difficult to make projections.

14. Presentation and discussion regarding transit service. (Explanatory documents include a slide presentation.)

**PUBLIC COMMENT:**

Aleta Dupree stated that she is looking forward to the subway opening. The SFMTA needs to ensure there is capacity on transit and that it is science based. A pass up should never happen, especially to people with disabilities. Everyone riding the bus needs to wear masks properly because it's a safety issue and that's what service is all about.

Cliff Barger discussed the reopening plan for the subway and streetcars. He inquired if there was a stronger plan to return service to 100% of pre pandemic service hours. It's disappointing that Muni is planning to offer less service hours when the public needs people to get out of their cars.

Linda Rothfield stated that she has been riding Muni for over 34 years and she doesn't drive a car. Service has gotten worse, even before the pandemic. She suggested that more managers watch what has been going on. Some employees claim to be handing out masks but they are just sitting around. Some members of the public won't ride the bus because they fear people aren't wearing their masks. Drivers won't confront riders so there needs to be police monitoring.

Hayden Miller stated that lack of enforcement of people wearing masks and social distancing is preventing people from coming back to Muni. Calling 311 doesn't work nor do the announcements on buses. The public needs a real response from the police, staff ambassadors, and Proof of Purchase officers. He stated he doesn't understand why light rail service can't be restored due to a lack of trained operators because some employees are currently just sitting around. He urged the Board to restore the 28 line to its' full route. The Golden Gate Bridge stop is an important connection stop.

Albert Chow stated that the merchants on Taraval are okay with buses until the L line construction is complete and streetcar service is restored.

Laura Schaeffer thanked everyone for returning the F line to service for visitors and employees. It will have a positive impact on business along the northern waterfront and visitors will enjoy the scenic ride. The eight-hour limitation is understandable.

Christopher Peterson stated that the presentation was depressing. Staff is projecting only 85% of service being restored by 2022. That's too slow. It's imperative that the SFMTA do everything to restore service before then. There is a risk of a permanent loss of ridership. If there is a prolonged reduction in service with federal government funding, there's a serious risk of loss of credibility and political will for ballot measures. He urged the Board to use all creativity to restore service faster.

Cat Carter expressed concern for the pace of return to full bus service and urged the Board to figure out how to get back to full service sooner. Riders don't have the bus connections that they need. She urged the Agency to ensure Muni is available for more people.

David Pilpel discussed the rail service plan and believes the T line should continue past West Portal. Some cable cars and light rail operators could operate the Market line over the summer. Some areas in the City haven't had service for a year and there is no equitable service right now. After the emergency declaration ends, the Charter requires that cable car service operate. Outreach on the transit service restoration plan should include the public.

David Quinby has two businesses on Taraval Street and would like to see the trolleys return sooner rather than later. The historic trolleys bring tourists to the area. Small businesses have suffered during the pandemic and construction.

Linda Rothfield stated she works on the Embarcadero and watches the T lines go by. The trains have very low ridership so those trains need to be deployed to other lines. She passed up a job because there was no Muni service to get her to that job.

Michon Kitterpoll expressed support for the return of service to 100% as people move from working from home and going back to offices. It'll be a tragedy if service is not fully restored since this is a Transit First city. He supports congestion pricing, raising parking costs, and changing the permit structure.

Gabe Kaufman urged the Board to restore service before 2022. He recently tried to take a bus but the wait was so long, it was faster to walk. Transit is essential to the financial recovery of a Transit First city. He doesn't blame the operators and appreciates their work.

ADJOURN - The meeting was adjourned at 8:09 p.m. in honor of Women's History Month.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.

  
Caroline Celaya  
Acting 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](http://sfgov.org/ethics).

If you wish to contact the Board regarding an item that is expected to be on a agenda, please email the Board at [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com). Please know that the Board appreciates receiving such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

#### KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org).

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at [sfgov.org](http://sfgov.org).