



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

MINUTES

Tuesday, February 5, 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 1:00 p.m.

2. Roll Call

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

Absent: Gwyneth Borden – with notification

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 January 15, 2019 Regular Meeting: unanimously approved (Borden-absent).

On motion to approve the minutes of the January 29, 2019 Special Meeting: unanimously approved (Borden-absent).

5. Communications

None.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director’s Report (For discussion only)

- Special Recognition
- Update on Vision Zero
- Ongoing Activities

Melvyn Henry, Director, System Safety, recognized Alvino Garcia, Josh Sadorra and Frederick Orantes, Transportation Safety Specialists.

Ed Reiskin, Director of Transportation, discussed Vision Zero updates; upcoming BART service changes; UCSF Mission Bay Platform work; Van Ness project; seating configuration on light rail vehicles; Feb. 23 Chinese New Year Parade; and a subway delay caused by a switch problem.

Chair Heinicke asked staff to report back on the Castro switch issue from the morning on February 19.

PUBLIC COMMENT:

Robert Cesana stated that Mr. Reiskin fundamentally altered taxis at the airport. He has added 161 medallions that are not owned by anybody but the savings and loan company. He has destroyed any hope that medallion holders won't become insolvent. Mr. Reiskin should have announced it.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Francisco Da Costa asked the Board to focus on a real carbon footprint. Anybody can speak in generalities about operations, mishaps, and inventory but dangerous particulates are harming children and elders, compromising their health. Universities and colleges will volunteer to address San Francisco's carbon footprint and congestion.

Robert Cesana discussed the new program at the airport supposedly to give assistance to taxi drivers who bought a medallion. The medallions have no value. This program was supposed to help medallion holders and give them more revenue by giving them more rides at the airport. Out of the blue, the SFMTA issued the right for the Credit Union to run medallions. Approximately 710 medallions were sold. Medallion holders will sit for hours and will drive empty to the airport.

Mike Lee shared an experience he had on the N Judah, going to the beach. He's in a wheelchair but couldn't get off the train because he was in the back of the train. The operator had to respot the train, so he could get off. When he was coming back, he noticed there are limited places where he could disembark. That's okay for someone in a motorized wheelchair but it's difficult for others.

Tracey Brieger discussed concerns about the Moscone Center Garage Development including affordable housing, developer fees, and jobs. The decision making has been flawed. There is extreme inequality

in SF today. This development must be used for the good of San Franciscans, especially for those in the immediate vicinity. This is an immensely lucrative development. The developer must be a good neighbor. The impacted communities must have an impact on the decision making and be involved in the negotiations.

Cynthia Gomez discussed the Moscone Center Garage Development. She urged the Board to think about the need for transparency and that the deal will impact the neighborhood for decades. The neighborhood has concerns and will continue to raise them. There needs to be a more clearly defined community presence in the decision-making process.

Katrina Liwanag expressed concern about the decision-making process around the Moscone Center Garage development. The process should include the community it will affect. There haven't been any public hearings or dialogue with the community. The developer will profit but the community deserves long term sustainability. She demanded that decision making be suspended; that there be two public forums attended by bidders; and that labor and the community be included in the decision-making process.

David Woo discussed the Moscone Center Garage development. The process is unacceptable and has lacked community input. Any public land used for development demands a public process. He asked that the process be suspended until there is a real community engagement process in place. SFMTA has planned on top of communities instead of with them. Public land should be for public benefit.

Ericka Marynovch asked the SFMTA and the Mayor's Office of Housing and Economic Development to stop the process for the Moscone garage until there's a transparent process that includes the community. There must be a community member and a member from labor on the selection panel to choose the developer. There needs to be a more meaningful incorporation of community benefit in the proposal. Community benefits can't be an afterthought in the process. There should be strong and enforceable goals for hiring, retention, and training. Marriott has a horrible track record in San Francisco.

Theresa Imperial expressed appreciation for the discussion about the Castro switch problem. She discussed the Moscone garage development. This is public land. There is surplus city land and should be used for affordable housing and education. There is no transparency with the community at all. There should be a transparent dialogue happening but the community isn't hearing from anybody, neither is Sup. Haney.

Barry Taranto stated that Kate Toran lied, left out information, and failed to disclose the medallions. Mr. Cranna responded but there should be a hearing on the matter. He wondered why other companies weren't given the same opportunity to lease medallions from the Credit Union. He has a lot of questions about this. Enforcement is lacking and the parking lot 2 at the airport is empty.

Mary McGuire stated that there was a call for more taxi stands and red zones but that need has never been mentioned. San Francisco bans plastic straws, but it won't put a cab stand at the wharf. Segregation of the medallions is killing the industry. In the future most medallions will become a purchased medallion, so this doesn't solve the problem.

Mike Spain discussed costs associated with operating a medallion including upkeep, and payment of various fees, which amounts to \$2,000. Neither the company nor the cab owner make money unless they charge cab drivers \$80 per day. That's okay for people who can go to the airport but not for others.

Rachel Lastimososa discussed the Moscone Garage construction. This project is within the bounds of the cultural heritage district. This would be an ideal location for a cultural arts space. The community hasn't been involved and has tried to meet with potential developers. The funds should be used to support cultural equity on the site. The process should be suspended, and the community should be involved.

Mark Gruberg stated the airport plan was sold on the basis of "leveling the playing field". This sounds Orwellian. Try that on "K" or "T" medallion holders. This policy of taking from one group of drivers to give to another should not stand. It won't solve the problem. The only thing that will solve the problem is to get more people riding taxis. Solutions were presented to the Board to grow ridership, including more taxi stands and vouchers for city employees, adding taxis to the Clipper Card. None of them have been done.

Todd Elberling discussed the Moscone Garage site. He expressed support for a transparent process. The site should have the same benefits as other projects that are part of the South of Market Area Plan, even though it's just outside of the area. If the project is jammed down the throats of neighbors, the neighbors have the votes at the Board of Supervisors to stop the project and drag it out for as long as necessary. The SFMTA must include the community in a transparent process. Some developers work well with communities and some don't.

Chair Heinicke asked for a communication plan that lets people in wheelchairs know that they should enter trains in the front. Director Rubke asked staff to follow up with the Multimodal Accessibility Advisory Council regarding communication to riders.

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. Yue Liu vs. CCSF, Superior Ct. #CGC17560378 filed on 7/6/17 for \$15,000 (Explanatory documents include a resolution.)

RESOLUTION 190205-009

(10.2) Approving the following traffic modifications:

- A. REVOKE – PASSENGER LOADING ZONE, 8AM TO 5PM, MONDAY THROUGH FRIDAY – ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES Fell Street, south side, from 13 feet to 33 feet east of Van Ness Avenue.
- B. RELOCATE BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - To “303” 3rd Avenue, west side, from 10 feet to 32 feet south of Clement Street.
- C. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - “204” Scott Street, east side, from 5 feet to 27 feet north of Haight Street.
- D. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES - “702” Florida Street, west side, from 15 feet to 24 feet south of 19th Street.
- E. ESTABLISH – STOP SIGN – Cresta Vista Drive, eastbound, at Bella Vista Way.
- F. ESTABLISH – RED ZONE – Whitney Young Circle, north side, from east Newcomb Avenue curb line to 40 feet westerly.
- G. RESCIND – 4-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY – Tennessee Street, east side, between 24th Street and 25th Street.
- H. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA AA – ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA AA PERMITS; Lundys Lane, both sides, between Esmeralda Street and Virginia Street.
- I. ESTABLISH – STOP SIGN – McLaren Avenue, eastbound, at 28th Avenue.
- J. ESTABLISH – NO LEFT TURN, 7 AM TO 9 AM AND 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Mars Street, northbound, at 17th Street.
- K. ESTABLISH – NO LEFT TURN – McCoppin Street, eastbound, at Gough Street and Otis Street.
- L. RESCIND – METERED MOTORCYCLE PARKING – Geary Street, north side, from 55 feet to 78 feet east of Larkin Street.
- M. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME – Geary Street, north side, from Larkin Street to 78 feet easterly.
- N. RESCIND – TOW-AWAY, NO PARKING, 10 PM TO 4 AM, FRIDAY AND SATURDAY NIGHTS – ESTABLISH – TOW-AWAY, NO PARKING, 11:30 PM TO 4 AM, FRIDAY AND SATURDAY NIGHTS; Broadway, both sides, between Columbus Avenue and Kearny Street.
- O. RESCIND – TOW-AWAY, NO PARKING EXCEPT TAXIS, 10 PM TO 3 AM, FRIDAY AND SATURDAY NIGHTS – ESTABLISH – TOW-AWAY, NO PARKING EXCEPT TAXIS, 11:30 PM TO 3 AM, FRIDAY AND SATURDAY NIGHTS; Broadway, north side, from 106

feet to 270 feet west of Montgomery Street; Broadway, south side, from Montgomery Street to Kearny 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.)

(10.3) Amending the SFMTA Board of Directors' Rules of Order to change the titles used for officers of the board to "chair" and "vice chair". (Explanatory documents include a staff report, rules and resolution.)

RESOLUTION 190205-011

On motion to approve the Consent Calendar:

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

ABSENT – Borden

REGULAR CALENDAR

11. Approving parking and traffic restrictions on Felton Street, Bowdoin Street, Woolsey Street, and University Street on the perimeter of the University Mound Reservoir as follows:

- A. ESTABLISH – OVERSIZE VEHICLE RESTRICTION (NO PARKING, MIDNIGHT TO 6 AM, DAILY FOR VEHICLES MORE THAN SEVEN FEET TALL OR 22 FEET LONG) – Felton Street, both sides, between University Street and Bowdoin Street; Bowdoin Street, both sides, between Felton Street and Burrows Street; Bowdoin Street, both sides, between Bacon Street and Woolsey Street; Woolsey Street, both sides, between Bowdoin Street and University Street; and University Street, both sides, between Woolsey Street and Felton Street. (Explanatory documents include a staff report and resolution. The proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Andy Thornley, Analyst, Sustainable Streets, presented the item.

Carolyn Goosen, Aide to Supervisor Ronen, read a letter from the Supervisor, expressing support for the ban on oversized vehicles around the University reservoir.

Jeff Kositsky, Director, Department of Homelessness and Supportive Housing, discussed how the City has assisted people living in vehicles and efforts around the University Mound Reservoir in particular.

PUBLIC COMMENT:

Members of the public expressing support: Ronnie Parshall, Alan Maffei, David Driver, Rich Cairo, and Dustin Novo

Members of the public expressing opposition: Spencer Hudson, Mike Lee, Flo Kelly, Melodie, Martha Bridegam, Evan Owski, Barry Taranto, and Maria Schulman

On motion to continue the item:

ADOPTED: AYES –Eaken and Rubke

NAYES - Brinkman, Heinicke, Hsu, and Torres

ABSENT – Borden

The motion to continue failed adoption.

RESOLUTION 190205-012

On motion to approve:

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

NAYES - Eaken, and Rubke

ABSENT – Borden

Director Eaken left the meeting.

12. Approving overnight parking restrictions on a portion of Napoleon Street as follows:

- A. ESTABLISH – NO PARKING, 12:01 AM to 6 AM EVERY DAY – Napoleon Street, both sides, from 160 Napoleon Street to US Hwy 280. Explanatory documents include a staff report and resolution. The proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Andy Thornley, analyst, Sustainable Streets, and Carla Short, Superintendent, Bureau of Urban Forestry, Public Works, presented the item.

PUBLIC COMMENT:

Members of the public expressing opposition: Flo Kelly, Spencer Hudson, Melodie, and Maria Schulman

RESOLUTION 190205-013

On motion to approve:

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

NAYES - Rubke

ABSENT – Borden and Eaken

13. Authorizing the Director to submit a request to the Board of Supervisors for a Budget Amendment and Supplemental Appropriation of \$38.1 million for Fiscal Year 2019 to support the acceleration of the purchase of light rail vehicles for the Muni transit fleet and/or for other capital projects and making environmental review findings. (Explanatory documents include a staff report, environmental document and resolution.)

Ed Reiskin, Director of Transportation, presented the item. Director Reiskin requested that the Board revise the resolution to allocate \$19.3 million for light rail vehicle procurement, \$13.8 million toward SFMTA energy efficiency projects and \$5 million toward a small business impact fund.

No public comment.

Chair Heinicke asked staff to let the Board know which projects won't get funded as a result.

On motion to amend the resolution to add "that the Director of Transportation may designate":

On motion to approve:

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

ABSENT – Borden and Eaken

RESOLUTION 190205-014

On motion to approve as amended:

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

ABSENT – Borden and Eaken

ADJOURN – The meeting was adjourned at 3:50 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

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.

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