



**SFMTA**  
Municipal  
Transportation  
Agency

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

**MINUTES**

Tuesday, February 7, 2017  
Green Room, War Memorial Building  
401 Van Ness Ave.  
San Francisco, CA

**SPECIAL MEETING AND CLOSED SESSION  
9 A.M.**

**SFMTA BOARD OF DIRECTORS**

Cheryl Brinkman, Chairman,  
Malcolm Heinicke, Vice Chairman  
Gwyneth Borden  
Lee Hsu  
Tom Nolan  
Joél Ramos  
Cristina Rubke

Edward D. Reiskin  
**DIRECTOR OF TRANSPORTATION**

Roberta Boomer  
**SECRETARY**

## ORDER OF BUSINESS

### 1. Call to Order

Chairman Brinkman called the meeting to order at 9:03 a.m.

### 2. Roll Call

Present: Cheryl Brinkman  
Malcolm Heinicke  
Lee Hsu  
Tom Nolan  
Joél Ramos  
Cristina Rubke

Absent: Gwyneth Borden – 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. Communications

Board Secretary Boomer stated that the closed session scheduled for this meeting was cancelled.

Secretary Boomer also noted that the SFMTA Board would recess the meeting for a lunch break. During this time, there would be a display of various current construction and capital projects with project managers available to answer questions. Members of the public are welcome to review the various displays, and ask questions of staff.

### 5. Citizens’ Advisory Council Report

No report.

### 6. Presentation and discussion regarding the financial and legal responsibilities of the SFMTA. (Explanatory documents include slide presentations. Fulfills Charter Section 8A.102 (c) (3) training requirements.)

Ted Egan, Chief Economist, Jonathan Yank, Deputy City Attorney and Micki Callahan, Director, Department of Human Resources presented the item.

**PUBLIC COMMENT:**

Peter Straus wondered about the SFMTA's growth factor. He has seen a marked decline in revenue and wanted to understand the basis for that decline.

7. Presentation and discussion regarding updates on various Transit Division programs including Muni Forward, service plans and operational and capital projects. (Explanatory documents include a slide presentation.)

Ed Reiskin, Director of Transportation provided an overview of the day, reviewed local, state and federal changes and the SFMTA's focus for 2017.

John Haley, Director, Transit, presented the item.

**PUBLIC COMMENT:**

Peter Straus stated that there are a lot of good things going on such as increase in Metro service but there are two things that have not been talked about, Transportation Network Companies (TNCs) and real time information. The SFMTA is reticent to discuss regulation of TNCs which cause problems downtown. The SFMTA is embarrassed about the collapse of NextBus. A real time information system is extremely important to riders. This needs to be an agency focus. The SFMTA's systems need to become a lot better.

Howard Strassner stated that he recently took four buses and waited for less than three minutes for all four rides. He expressed hope that the radio control system will help avoid bunching. He suggested in-route coupling of light rail vehicles. He expressed concern about the increased number of Uber and Chariot vehicles and urged consideration of having congestion fees for those cars. The design for Market Street should be based on Muni's needs. He urged more far side bus stops and signal priority for transit. The SFMTA must deal with driverless vehicles and the need for more low-floor cars.

8. Presentation and discussion regarding updates on various SFMTA projects including planning projects and studies and major corridor and bus and rail expansion projects. (Explanatory documents include a slide presentation.)

Grahm Satterwhite, Project Manager, Erin Miller Blankenship, Project Manager, Kenya Wheeler, Project Manager, Paul Bignardi, Principle Planner, and Liz Brisson, Project Manager, and Ed Reiskin, Director of Transportation presented the item.

**PUBLIC COMMENT:**

Edward Mason stated that the city is not addressing automobile traffic coming into San Francisco. Noe Valley residents are suffering with between 35-40 buses per hour. San Mateo County isn't building residential units. He wondered if San Francisco was building housing for the southern counties. The SFMTA has no regional bus express system in their plan and is not discussing it.

There should be an express system from Berkeley to Palo Alto.

Howard Strassner stated that the SFMTA shouldn't forget the need to serve the neighborhoods. It's hard to get downtown from Potrero Hill. The SFMTA should be more transparent than it has been in the past. He expressed optimism about bus bulbs making a serious difference for the 28 Line.

Chairman Brinkman recessed the meeting at 12:40 pm and reconvened the meeting at 1:53 pm

9. Presentation and discussion regarding updates on various Sustainable Street programs including Vision Zero projects, Connect SF, the Shared Mobility Strategy and other key planning initiatives. (Explanatory documents include a slide presentation.)

Tom Maguire, Director, Sustainable Streets presented the item. Kate Toran, Director, Taxis and Accessible Services provided an overview of draft principles for managing emerging transportation services.

**PUBLIC COMMENT:**

Edward Mason commented about climate change. The SFMTA doesn't make adequate connections between actions and impacts. He suggested putting up carbon emission counters at entrances to San Francisco. The City needs to hold people accountable for driving, especially those who drive alone.

Peter Straus stated that it seems that TNCs are included as an emerging technology. TNCs are disruptive and the City's response hasn't been fast enough to keep up. Scoot has relatively little impact while Chariot has a bigger one. The City needs to move quicker and more actively, especially with those that are more disruptive.

Herbert Weiner stated that the internal command and control discussion was missing. He wondered about the SFMTA's internal structure. This has never been addressed in this report. Noticeable things such as the cooking of the books, comments by the Grand Jury, and the manipulation of statistics by the Central Subway project. Whatever project is implemented by the SFMTA won't help service delivery.

10. Presentation and discussion regarding the process to design and develop the SFMTA's next Strategic Plan. (Explanatory documents include a slide presentation.)

Ed Reiskin, Director of Transportation, and Travis Fox, Chief Performance Officer, presented the item.

**PUBLIC COMMENT:**

Herbert Weiner stated that the SFMTA needs to address administrative weaknesses and adapt to transportation needs. Some staff think that switchbacks are as American as apple pie. The public has gotten bad service in the last three weeks. The SFMTA has to address flawed operations. He

would like to see transparency in how the SFMTA is organized to provide service. Muni Forward shouldn't exist without resolving the central problem of organization.

#### 11. Public Comment

Edward Mason submitted public comment about and discussed various commuter shuttle bus violations in Noe Valley. San Francisco is mitigating worksite congestion in San Mateo and Santa Clara. Congestion has been transferred from worksites to residences. There has to be some degree of regional cooperation.

Written comment submitted by Edward Mason for inclusion in the minutes of the SFMTA Board of Director's meeting of February 7, 2017: Agenda Item 11, Public Comment:

MTA SP Board February 7 2017 written comments by Edward Mason Noe Valley commuter bus violation statistics for January 2017 include: 14 observation periods and 62 violations they include delay-block Muni: 13, residential street operation by vehicle greater than 35 feet: 2; no ICC identification: 1; no California license 17; no blue program placard: 29; staging: 10; idle engine: 9; missing blue placard: 4; major congestion: 7. Engine idling along Market Street between Church and Duboce requires enforcement. 24<sup>th</sup> Street is congested with 35 to 39 buses and hour. Mitigated work site congestion transferred to employee's neighborhood.


Herbert Weiner discussed the inaccuracy in travel times for Muni vehicles. This problem existed for a long time before it became public and reflects on the internal operation of the SFMTA. Problems with service delivery are internal. The SFMTA has to clean up its' own backyard.

12. Discussion and vote pursuant to Administrative Code Section 67.10(d) as to whether to invoke the attorney-client privilege and conduct a closed session conference with legal counsel.

The closed session was cancelled.

ADJOURN – The meeting was adjourned at 3:46pm.

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

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).