

File No. 180876

Committee Item No. 8

Board Item No. \_\_\_\_\_

# COMMITTEE/BOARD OF SUPERVISORS

## AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date December 3, 2018

Board of Supervisors Meeting

Date \_\_\_\_\_

### Cmte Board

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| <input type="checkbox"/>            | <input type="checkbox"/> | Motion                                       |
| <input type="checkbox"/>            | <input type="checkbox"/> | Resolution                                   |
| <input type="checkbox"/>            | <input type="checkbox"/> | Ordinance                                    |
| <input type="checkbox"/>            | <input type="checkbox"/> | Legislative Digest                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Budget and Legislative Analyst Report        |
| <input type="checkbox"/>            | <input type="checkbox"/> | Youth Commission Report                      |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form                            |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/> | Memorandum of Understanding (MOU)            |
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| <input type="checkbox"/>            | <input type="checkbox"/> | Grant Budget                                 |
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| <input type="checkbox"/>            | <input type="checkbox"/> | Form 126 - Ethics Commission                 |
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| <input type="checkbox"/>            | <input type="checkbox"/> | Application                                  |
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| <input type="checkbox"/>            | <input type="checkbox"/> | Vacancy Notice                               |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Information Sheet                            |
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Completed by: Alisa Somera Date November 29, 2018

Completed by: \_\_\_\_\_ Date \_\_\_\_\_

180876

**From:** barry@hermansons.com  
**Sent:** Wednesday, November 28, 2018 2:58 PM  
**To:** Board of Supervisors, (BOS)  
**Cc:** Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Land Use and Transportation

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

San Francisco Green Party  
25 Fair Oaks Street  
San Francisco, CA 94110

Contact: Barry Hermanson  
[barry@hermansons.com](mailto:barry@hermansons.com)  
415-255-9494

November 28, 2018

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

The San Francisco Green Party opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, “Red, dedicated transit lanes to reduce unpredictable delays.”

Additionally, San Francisco’s population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a “transit bus” as “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

The San Francisco Green Party calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

SFGP County Council

180876

**From:** Cautn1 <cautn1@aol.com>  
**Sent:** Tuesday, November 27, 2018 1:12 PM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Cc:** Breed, Mayor London (MYR)  
**Subject:** Red Lanes

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### Bay Area Transportation Working Group

Dear Supervisors:

First, BATWG strongly supports the view that the SFBOS should have a say in how the Red Lanes are used.

We do not rule out placing needed privately-operated buses providing legitimate transportation service in transit-only lanes. Busloads of people are what keep SF moving, and this applies regardless of who owns the bus. So our preference would be for you to permit only buses, and jitney's carrying at least a dozen people, to operate in the red lanes. All low capacity vehicles including taxis should be banned. It should be the type **and functionality** of the vehicle that counts, not ownership.

To this end we strongly support the following statement: *Nothing should be permitted to interfere with or slow down Muni. Loading and unloading takes longer with private buses than it does with Muni and this could be a real problem. Muni has all door boarding. Private buses have one front door and double-decker buses maybe a second door leading to a difficult to negotiate spiral staircase. This means that boardings and departures are significantly slower with these buses than with Muni buses....."*

Private vehicles of whatever stripe that operate in expensive tax-paid special transit lanes **cannot** be allowed to slow down or otherwise impede Muni.

Gerald Cauthen,  
President, **BATWG**

180876

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**From:** Hene Kelly <henekelly@aol.com>  
**Sent:** Thursday, November 08, 2018 5:53 PM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Transit-only/red lanes File #180876.  
**Attachments:** Geary BRT EnvironmentalImpact.docx

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor,

Attached is a letter from the California Alliance for Retired Americans(CARA) on Transit-only/red lanes File #180876.

In Solidarity,

Hene Kelly  
CARA Legislative Director  
415-533-5244



November 8, 2018

San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

The California Alliance for Retired Americans (CARA) opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets). CARA is California's largest grassroots senior advocacy organization, representing over 1,000,000 seniors and their families through our 275 affiliated organizations. We have a very strong presence in San Francisco.

A system of comprehensive, affordable public transportation is part of our City's effort to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Gearry Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

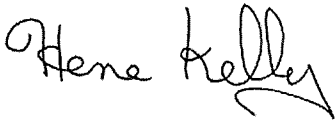
Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles? I personally live on Geary, and I use the 38 often.

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642). It logically follows that transit-only lanes are

for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

**CARA calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.**

Sincerely,

A handwritten signature in cursive script that reads "Hene Kelly". The signature is written in black ink and is positioned above the typed name.

Hene Kelly  
CARA Legislative Director

180862  
~~180876~~

**From:** Bonnie K <bjkastle@gmail.com>  
**Sent:** Sunday, November 04, 2018 3:42 PM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Transit-only Red lanes should just be for public transit only vehicles.

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San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

I, Bonnie Kirkland, oppose opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of "a vehicle or any portion of a vehicle within



... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

I, Bonnie Kirkland, call on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

Bonnie Kirkland  
109 21st Ave #2  
San Francisco, CA 94121

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org), [Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org), [Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org), [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org), [Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org), [Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org), [Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org), [Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org), [Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org), [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

180876

180876

Received via Email

10/26/18

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

October 25, 2018

From:

Inner Sunset Action Community (ISAC)

Contact: Inner Sunset Action Community@gmail.com

re: opposing private use of public transit lanes

Dear Supervisors:

The **Inner Sunset Action Community** opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without full compensation to the City for the use and congestion of our scarce public resource, public transit lanes on city streets.

A system of comprehensive, affordable public transportation is part of our City's effort to enable residents, workers and students to commute and get around without driving everywhere for everything, as well as to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni

performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, “Red, dedicated transit lanes to reduce unpredictable delays.”

Additionally, San Francisco’s population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a “transit bus” as “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

The Inner Sunset Action Community calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Respectfully,

**Inner Sunset Action Community (ISAC)**

Denis Mosgofian  
Lori Liederman  
Jerry Gerber  
Maria Wabl  
Lillian Tsi  
Allan Chalmers

Linda Chalmers  
Roger Hofmann  
Pam Hofmann  
Karen Pierotti  
Daniel Tomasevich  
Ray Dudum  
Susan Wilde  
Dennis Antenore  
et alii

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org),  
[Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org), [Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org),  
[Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org), [Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org),  
[Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org), [Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org),  
[Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org),  
[Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org), [Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org),  
[Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

180862  
180876

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**From:** Denis Mosgofian <denismosgofian@gmail.com>  
**Sent:** Friday, October 26, 2018 5:28 PM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); SF MTA  
**Subject:** opposing private use of public transit lanes  
**Attachments:** Microsoft Word - BOS-oppose private use of transit lanes Oct. 25, 2018.docx.pdf

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San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

October 25, 2018

From:  
Inner Sunset Action Community (ISAC)  
Contact: Inner Sunset Action [Community@gmail.com](mailto:Community@gmail.com)

re: opposing private use of public transit lanes

Dear Supervisors:

The **Inner Sunset Action Community** opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without full compensation to the City for the use and congestion of our scarce public resource, public transit lanes on city streets.

A system of comprehensive, affordable public transportation is part of our City's effort to enable residents, workers and students to commute and get around without driving everywhere for everything, as well as to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a “transit bus” as “any bus owned or operated by a publicly owned or operated transit system ...” (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

The Inner Sunset Action Community calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Respectfully,

**Inner Sunset Action Community (ISAC)**

Denis Mosgofian

Lori Liederman

Jerry Gerber

Maria Wabl

Lillian Tsi

Allan Chalmers

Linda Chalmers

Roger Hofmann

Pam Hofmann

Karen Pierotti

Daniel Tomasevich

Ray Dudum

Susan Wilde

Dennis Antenore

et alii

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org),  
[Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org), [Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org), [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org),  
[Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org), [Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org), [Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org),  
[Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org),  
[Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org), [Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org), [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org),  
[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)



180867  
180876

**From:** 350 San Francisco <350sanfrancisco@gmail.com>  
**Sent:** Wednesday, October 31, 2018 4:35 PM  
**To:** Board of Supervisors, (BOS)  
**Cc:** Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Oppose Opening Transit-Only Bus Lanes to For-Profit Buses

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350 San Francisco  
Oct 31, 2018  
John Anderson, Co-Coordinator

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

RE: Oppose Permitting For-Profit Buses in Transit-Only Bus Lanes

Dear Supervisors:

350 San Francisco opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, etc. Such a decision would cause environmental harm, and fails to comply with existing law.

As you know, we are in a climate emergency, and strong public transportation systems are needed everywhere. A system of comprehensive, affordable public transportation is part of San Francisco's laudable effort to combat both climate change and inequitable distribution of the costs of climate change (environmental injustice). Muni supports this effort in the following ways:

- Muni used less than two percent of all the energy consumed in San Francisco for transportation in 2015, demonstrating that expanded public transportation is an excellent way to reduce the City's total carbon emissions, as required by state law.
- Muni offers discount fares to seniors, the disabled, low-income people and youth.
- Muni strives to comply with federal law that requires Muni to serve all neighborhoods and demographics equitably. Private services are not required to do this.

Dedicated transit-only lanes are a critical part of our city's public transportation system. The San Francisco Municipal Transportation Agency (SFMTA) has long championed the creation of transit-

only lanes as a prime method to improve Muni performance by reducing traffic delay on our increasingly congested streets. It is uncontested that our city's population is burgeoning. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. SFMTA will need to expand its fleet of public buses, and riders cannot be served well if the city buses must compete for dedicated lane space with private, for-profit vehicles.

Moreover, state law restricts the definition of "transit bus" to buses "owned or operated by a publicly owned or operated transit system" (CVC I.A.642). Transit-only lanes are for these buses only. Local law is also clear on this point. San Francisco City Code (Section 7.2.72) forbids the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass legislation that contradicts this law.

For these reasons, 350 San Francisco calls on the Board of Supervisors to reaffirm that transit-only lanes are solely for public-transit vehicles.

Sincerely,  
350 San Francisco  
John Anderson, Co-Coordinator

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org), [Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org), [Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org), [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org), [Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org), [Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org), [Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org), [Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org), [Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org), [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

1480862  
180876

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**From:** Nancy Wuerfel <nancenumber1@aol.com>  
**Sent:** Friday, October 26, 2018 12:09 PM  
**To:** Major, Erica (BOS)  
**Subject:** \*NO\* PRIVATE BUSES IN TRANSIT-ONLY LANES/RED LANES!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. Major:

The SFMTA is way out of bounds - once again - to believe that they can allow our public street red transit-only lanes to be used by for-profit buses, shuttles and other private vehicles! They have no legal power to permit these private entities from clogging up our public vehicle travel lanes, after the city has finally decided to dedicate portions of the street to allow Muni a faster way to serve the people. I said MUNI TO BE FASTER, not its competitors!

TO the Land Use and Transportation Committee on October 29, 2018 - please vote no!!! on allowing this insult to Muni riders to be approved.

TO all the Board of Supervisors - If this proposal comes to the full Board for a vote, please vote no and assert your power to reaffirm that transit-only lanes are for public transit only vehicles!

Thank you,

Nancy Wuerfel

180867  
180870

---

**From:** Glenn Rogers <alderlandscape@comcast.net>  
**Sent:** Tuesday, October 23, 2018 8:33 AM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Oppose access to transit-only (red lanes) lanes by private, for-profit buses.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Parkmerced Action Coalition  
10/23/2018  
[alderlandscape@comcast.net](mailto:alderlandscape@comcast.net)

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

Parkmerced Action Coalition opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

Parkmerced Action Coalition calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely, Glenn Rogers

CC:  
Susan Suval

180868  
180876

**From:** Board of Supervisors, (BOS)  
**Sent:** Friday, October 26, 2018 9:04 AM  
**To:** BOS-Supervisors; Major, Erica (BOS)  
**Subject:** FW: No Private Buses

**From:** SBD6 Democratic Club <southbeachdems@gmail.com>  
**Sent:** Thursday, October 25, 2018 1:17 PM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Brown, Vallie (BOS) <vallie.brown@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; asha safai@sfgov.org <asha.safai@sfgov.org>; MTABoard@sfmta.com  
**Subject:** No Private Buses

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SOUTH BEACH DISTRICT 6 DEMOCRATIC CLUB  
October 25, 2018

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

SOUTH BEACH DISTRICT 6 DEMOCRATIC CLUB opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

A system of comprehensive, affordable public transportation is part of our City's effort to combat income inequality and climate change. Muni offers discount fares to seniors, the disabled, low-income people and youth. Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Moreover, as of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

Additionally, San Francisco's population is projected to increase. Ridership on the Geary corridor alone is expected to go from the current average daily count of 54,000 to up to 99,000, according to the Geary BRT environmental impact report. How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

SOUTH BEACH DISTRICT 6 DEMOCRATIC CLUB calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

Stephen R. Jaffe, President  
South Beach D6 Democratic Club

**SBD6DC on Social Media:**

<https://www.facebook.com/SouthBeachDemocraticClubSanFrancisco/>

<https://www.instagram.com/southbeachdems/>

<https://twitter.com/SouthBeachDems>

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 **SouthBeachD6  
DemocraticClub**  
Error! Filename not  
specified.[about.me/southbeachd6democraticclub](https://about.me/southbeachd6democraticclub)

180868  
180876

**From:** Bruce Wolfe <brucew@hanc-sf.org>  
**Sent:** Monday, October 22, 2018 4:14 PM  
**To:** Board of Supervisors, (BOS)  
**Cc:** Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com; Haight Ashbury Neighborhood Council  
**Subject:** Request For Hearing: Commuter Shuttle Program fee structure and accounting practices  
**Attachments:** HANC-BoS-GAO-commuter-shuttle-fee-2018.pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

(attached letter)

10/22/2018

Board of Supervisors  
City Hall, Room 242  
1 Dr Carlton B Goodlett Place  
San Francisco, CA 94102

Dear Supervisors:

**Haight Ashbury Neighborhood Council (HANC)** respectfully requests that you call for a Government Audit & Oversight committee hearing to review the San Francisco Municipal Transportation Agency (SFMTA) Commuter Shuttle Program fee structure. Additionally, we support Supervisor Fewer's call for a hearing on the recently revealed decision of the SFMTA to permit private, for-profit buses to operate in transit-only red lanes.

The current fee structure is unacceptably inequitable and financially irresponsible. To date, the agency has refused to consider establishing non-regulatory, unrestricted charges for the program, and therefore fails to capture significant, needed revenues. SFMTA plans to draw down nearly \$60M from its reserve fund over the next two years to close FY19 and FY 20 operational budget gaps.

At the same time, SFMTA has granted extraordinary privileges to Commuter Shuttle bus operators, including access to MUNI bus stops, exclusive loading zones, and use of transit-only "red" lanes established for the benefit of MUNI.

The SFMTA:

- fails to follow guidance of SFCTA and the Budget & Legislative Analyst to consider such charges;
- refuses to publicly consider application of Mounsey v. SFMTA [Taxi Medallions] to the Shuttle Program. The SFMTA earned \$60M in excess revenue (profit) from FY2011 – FY2016 via Medallion fees; and,
- publicly misrepresents the Shuttle Program as comprehensively limited to cost-recovery, in order to preclude public awareness and discussion of potential non-regulatory charges. Privately, SFMTA staff acknowledge that the agency can establish unrestricted, non-regulatory charges for the Commuter Shuttle Program, and have not



pursued them, in part, to avoid public discussion of rates: “Assessment of Political Risk: High risk of fee, if untethered to some prescribed calculation, becoming the subject of political debate.” [Hank Willson, SFMTA Mgr., email Jan 3 2016]

The existing SFMTA budget deficits, and established unrestricted charges imposed on other commercial transportation providers, demand that the Board investigate why SFMTA has not considered unrestricted, non-regulatory charges for this program.

Sincerely,

Bruce M. Wolfe, President

CC: Malia Cohen, [malia.cohen@sfgov.org](mailto:malia.cohen@sfgov.org); Catherine Stefani, [Catherine.stefani@sfgov.org](mailto:Catherine.stefani@sfgov.org); Aaron Peskin, [aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org); Katy Tang, [katy.tang@sfgov.org](mailto:katy.tang@sfgov.org); Vallie Brown, [vallie.brown@sfgov.org](mailto:vallie.brown@sfgov.org); Jane Kim, [jane.kim@sfgov.org](mailto:jane.kim@sfgov.org); Norman Yee, [norman.yee@sfgov.org](mailto:norman.yee@sfgov.org); Rafael Mandelman, [Rafael.mandelman@sfgov.org](mailto:Rafael.mandelman@sfgov.org); Hillary Ronin, [Hillary.ronin@sfgov.org](mailto:Hillary.ronin@sfgov.org); Ahsha Safai, [ahsha.safai@sfgov.org](mailto:ahsha.safai@sfgov.org)

180862  
180876

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**From:** anastasia Yovanopoulos <shashacooks@yahoo.com>  
**Sent:** Monday, October 22, 2018 3:43 PM  
**To:** Board of Supervisors, (BOS)  
**Cc:** Major, Erica (BOS); Sandra Fewer; Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard  
**Subject:** Private transit does not belong in dedicated bus lanes

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors:

I am opposed to opening "transit-only lanes" to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other such vehicles, without a study to showing that this permission won't harm MUNI, and without compensation to the City for the use of our city streets.

State and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC I.A.642) It logically follows that transit-only lanes are for transit vehicles. Private for profit vehicles will inevitably cause delays for Muni and defeat the purpose of having dedicated "transit bus only" lanes.

The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of "a vehicle or any portion of a vehicle within ... a transit-only area." The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

Federal law also requires Muni to serve all neighborhoods and demographics equitably -- unlike private services. Muni offers a system of comprehensive, affordable public transportation, with discount fares to seniors, the disabled, low-income people and youth, and is part of our City's effort to combat income inequality and climate change.

As of 2015 Muni used less than two percent of all the energy consumed in San Francisco for transportation, making expanded public transportation an ideal option for reducing the City's total carbon emissions.

Dedicated, transit-only lanes are a part of that system, and for years the San Francisco Municipal Transportation Agency (SFMTA) has promoted the creation of transit-only lanes as projects to improve Muni performance. In fact, the first improvement item listed as part of the Geary Rapid Project is, "Red, dedicated transit lanes to reduce unpredictable delays."

San Francisco's population is projected to increase, with ridership on the Geary corridor alone expected to go from the current average daily count of 54,000 to 99,000 people, according to the Geary BRT environmental impact report.

How will the San Francisco Municipal Transportation Agency be able to expand its fleet of public buses to meet growing demand if its public buses are competing for dedicated lane space with private, for-profit vehicles?

I urge the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,  
Anastasia Yovanopoulos  
District #8 resident

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org), [Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org),  
[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org), [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org), [Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org), [Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org),  
[Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org), [Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org),  
[Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org), [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

180802  
180876

**From:** Bruce Wolfe <brucew@hanc-sf.org>  
**Sent:** Monday, October 22, 2018 3:14 PM  
**To:** Board of Supervisors, (BOS)  
**Cc:** Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com; Haight Ashbury Neighborhood Council  
**Subject:** OPPOSE: Access to transit-only (red carpet) lanes by private buses

**Categories:**

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

**Haight Ashbury Neighborhood Council (HANC)** opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

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Moreover state and local law prohibit access to these lanes by private, for-profit buses. State law defines a "transit bus" as a "any bus owned or operated by a publicly owned or operated transit system ..." (CVC

I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

**Haight Ashbury Neighborhood Council (HANC) *calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.***

Sincerely,

**Bruce Wolfe, President**  
**Christin Evans, Vice-President**

180562  
180576

**From:** spike <spikekahn@gmail.com>  
**Sent:** Monday, October 22, 2018 1:51 PM  
**To:** Board of Supervisors, (BOS); Major, Erica (BOS); Fewer, Sandra (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Tang, Katy (BOS); Brown, Vallie (BOS); Kim, Jane (BOS); Yee, Norman (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Cohen, Malia (BOS); Safai, Ahsha (BOS); MTABoard@sfmta.com  
**Subject:** Fwd: Oppose access to transit-only (red lanes) lanes by private, for-profit buses.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**PACIFIC FELT FACTORY**

Date: OCTOBER 24, 2018

Contact information: SPIKE KAHN [spikekahn@gmail.com](mailto:spikekahn@gmail.com)

San Francisco Board of Supervisors  
San Francisco City Hall, Room 240  
1 Dr. Carlton Goodlett Plaza  
SF, CA 94102

Dear Supervisors:

**PACIFIC FELT FACTORY ARTISTS** opposes opening transit-only lanes to private, for-profit buses such as tech shuttle buses, casino buses, tour buses, Chariots, and other vehicles that we cannot yet imagine, without any study to show such permission won't harm MUNI and without compensation to the City for the use of a scarce public resource (city streets).

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I.A.642) It logically follows that transit-only lanes are for transit vehicles. The Board of Supervisors has also passed an ordinance (Section 7.2.72) forbidding the operation of “a vehicle or any portion of a vehicle within ... a transit-only area.” The SFMTA Board of Directors does not have the authority to pass contradictory legislation.

PACIFIC FELT FACTORY ARTISTS calls on the Board of Supervisors to assert its power and reaffirm that transit-only lanes are for public transit only vehicles.

Sincerely,

Spike Kahn, Founder/Director

[www.pacificfeltfactory.com](http://www.pacificfeltfactory.com)

+1 415 935 3641 (USA/WhatsApp)

[spikekahn@gmail.com](mailto:spikekahn@gmail.com)

CC: [Board.of.Supervisors@sfgov.org](mailto:Board.of.Supervisors@sfgov.org), [erica.major@sfgov.org](mailto:erica.major@sfgov.org), [Sandra.Fewer@sfgov.org](mailto:Sandra.Fewer@sfgov.org),  
[Catherine.Stefani@sfgov.org](mailto:Catherine.Stefani@sfgov.org), [Aaron.Peskin@sfgov.org](mailto:Aaron.Peskin@sfgov.org), [Katy.Tang@sfgov.org](mailto:Katy.Tang@sfgov.org), [Vallie.Brown@sfgov.org](mailto:Vallie.Brown@sfgov.org),  
[Jane.Kim@sfgov.org](mailto:Jane.Kim@sfgov.org), [Norman.Yee@sfgov.org](mailto:Norman.Yee@sfgov.org), [Rafael.Mandelman@sfgov.org](mailto:Rafael.Mandelman@sfgov.org), [Hillary.Ronen@sfgov.org](mailto:Hillary.Ronen@sfgov.org),  
[Malia.Cohen@sfgov.org](mailto:Malia.Cohen@sfgov.org), [Ahsha.Safai@sfgov.org](mailto:Ahsha.Safai@sfgov.org), [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: Ed Reiskin, Executive Director, Municipal Transportation Agency

FROM: *EM*  
*for* Erica Major, Assistant Clerk  
Land Use and Transportation Committee

DATE: September 11, 2018

SUBJECT: HEARING MATTER INTRODUCED

---

The Board of Supervisors' Land Use and Transportation Committee has received the following hearing request, introduced by Supervisor Fewer on September 4, 2018:

**File No. 180876**

**Hearing to request an analysis of privatized buses utilizing red transit-only lanes by frequency, volume, and vehicle type, and its impact on public transit service in San Francisco; and requesting San Francisco Municipal Transportation Agency to report**

If you have any comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

c: Janet Martinsen, Municipal Transportation Agency  
Kate Breen, Municipal Transportation Agency  
Dillon Auyoung, Municipal Transportation Agency



Print Form

# Introduction Form

By a Member of the Board of Supervisors or Mayor

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO

2018 SEP 4 PM 4:27

BY SB Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor [ ] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [ ] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. [ ]
- 9. Reactivate File No. [ ]
- 10. Topic submitted for Mayoral Appearance before the BOS on [ ]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

Fewer

Subject:

Red Transit-Only Lanes

The text is listed:

Hearing requesting an analysis of privatized buses utilizing red transit-only lanes by frequency, volume and vehicle type and its impact on public transit service in San Francisco; requesting the SFMTA to report.

Signature of Sponsoring Supervisor: Sandra Lee Fewer

For Clerk's Use Only