

Transit Reform, Parking Regulation and Emissions Reductions



PROPOSITION A

Shall the Municipal Transportation Agency be provided greater governing authority, and additional funding, and be required to develop a Climate Action Plan, and shall the City not increase the maximum number of parking spaces allowed for new private development projects unless approved by a super-majority of the Board?

YES ←
NO ←

Digest

by the Ballot Simplification Committee

THE WAY IT IS NOW: A 1999 voter-approved Charter Amendment (Proposition E) created a Municipal Transportation Agency (MTA) with expanded powers and duties to run the Municipal Railway (Muni) and the Department of Parking and Traffic. Proposition E set service and performance standards for Muni.

Among other provisions, Proposition E:

- Required a minimum annual contribution to MTA from the City's General Fund.
- Allocated to the MTA a share of the General Fund measured by 40% of parking tax receipts and 50% of new revenues from increases in parking fines, parking taxes or parking enforcement.
- Enabled the MTA to approve an annual budget. The Board of Supervisors can reject the budget by a super-majority vote of eight or more members.

MTA does not have authority to issue bonds or incur debt with its revenues.

Proposition E gave MTA authority over its contracts, subject to compliance with all City contracting requirements. MTA may not accept or spend public grants or other donations without approval from the Board of Supervisors.

MTA handles its personnel and labor relations. MTA may create new managerial positions exempt from civil service protections so long as they do not exceed 1.5% of its workforce. City law caps the wages of Muni transit operators based on operator wages in comparable transit systems.

The Board of Supervisors approves many parking regulations and the installation of many traffic control devices on City streets.

The City's Planning Code limits the number of off-street parking spaces for new private development projects.

THE PROPOSAL: Proposition A is a Charter Amendment that continues the existing service and performance standards for Muni, and expands MTA's authority over its operations and additional funding.

Funding/Budget

- Proposition A would increase MTA's share of City revenues dedicated to Muni, including an allocation of General Fund revenues based on parking tax receipts from 40% to 80%, and allow MTA to keep 100% of new revenues from any future policy changes in parking fines, parking taxes and parking enforcement.
- MTA could issue revenue bonds and other debt upon approval of the Board of Supervisors, without further voter approval.
- MTA would be required to approve its budget every two years, instead of every year. The Board of Supervisors could reject the

budget by a super-majority vote of seven or more members.

- MTA would have to use new General Fund revenues primarily to implement improvements recommended by the City's ongoing Transit Effectiveness Project, which is a system-wide review of Muni's service.

Governing Authority

- MTA could enter into contracts to sell transit passes and parking meter cards without meeting all City contracting requirements and delegate certain contracting authority to the Director of Transportation.
- MTA could accept and spend public grants and other donations without Board of Supervisors approval.

Labor and Personnel

- If MTA is spending within its budget, it could fill vacant positions without approval from the City Controller. The MTA could create new managerial positions exempt from civil service protection subject to an overall limit of 2.75% of its workforce.
- MTA could continue to bargain collectively to set wages for Muni transit operators, but the current wage cap would become a guaranteed base wage.

Parking and Traffic

- Proposition A would clarify and expand MTA power to adopt many parking regulations and install many traffic control devices. Actions related to stop signs, bicycle lanes, preferential parking zones, parking meter zones, parking time limits, and disabled parking privileges would still be subject to review by the Board of Supervisors.
- Proposition A would fix the maximum number of off-street parking spaces the City allows for new private development projects at the number the Planning Code would have allowed on July 1, 2007. The Board of Supervisors could increase this maximum by a super-majority vote of at least nine members or decrease the maximum by a majority vote.

Greenhouse Gas Emissions Reduction

Proposition A requires MTA to develop a Climate Action Plan every two years that would seek to reduce greenhouse gas emissions from San Francisco's transportation sources to 80% of 1990 levels by 2012.

A "YES" VOTE MEANS: If you vote "yes," you want to make these changes to the Charter.

A "NO" VOTE MEANS: If you vote "no," you do not want to make these changes to the Charter.

Notice to Voters:

The "Controller's Statement" and "How 'A' Got on the Ballot" information on this measure appear on the opposite (facing) page.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 115.

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 36.



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Controller's Statement on "A"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition A:

Should the proposed charter amendment be approved by the voters, in my opinion, it would affect the cost of government beginning in fiscal year 2008-2009 in that it would direct approximately \$26 million from the General Fund to the San Francisco Municipal Transportation Agency (MTA). This amount is a share of the General Fund measured by 40% of the revenue from the City's parking tax, and would be added to an equal amount that the MTA already receives. The charter amendment would not change the City's current policy of using the equivalent of the remaining 20% of the parking tax for services for seniors and the disabled.

The amendment provides that all future revenue growth from changes in parking policies and parking fine amounts will be dedicated to the MTA. For a sense of the potential size of this revenue, all of the changes in parking policies and fines enacted over the last five years currently generate approximately \$17 million in revenue annually to the General Fund.

To the extent that the funds described above are shifted to the MTA, other City spending would have to be reduced or new revenues identified.

The amendment provides the MTA with additional authority in several areas—approving contracts, hiring, setting employee pay and proposing revenue measures. In general these changes do affect policy and management but do not in and of themselves increase or decrease the cost of government. The amendment requires that the MTA establish a two-year budget. The amendment retains the budget approval process where the Mayor may not change the budget submitted by the MTA Board, but reduces to seven the number of votes by which the Board of Supervisors may accept or reject the budget. The amendment also authorizes the MTA to issue debt financed by revenues under their jurisdiction, subject to concurrence by the Board of Supervisors.

Finally, the amendment specifies that transit operator wages will be at least the average of the two highest paid comparable transit systems nationwide. Currently, this average is used as a cap, setting the salary limit for transit operator wages.

How "A" Got on the Ballot

On July 31, 2007 the Board of Supervisors voted 7 to 4 to place Proposition A on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Daly, Dufty, Elsbernd, Maxwell, Mirkarimi and Peskin.

No: Supervisors Alioto-Pier, Jew, McGoldrick and Sandoval.

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This disclaimer applies to the two arguments on this page and the two arguments on the facing page. *The Board of Supervisors authorized the submission of the following argument. As of the date of the publication of this Voter Information Pamphlet, the following Supervisors endorse the measure: Supervisors Ammiano, Daly, Dufty, Elsbernd, Maxwell, Mirkarimi and Peskin; oppose the measure: Supervisors Alioto-Pier, Jew, McGoldrick and Sandoval.*

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

FOR CLEAN AIR AND MORE RELIABLE MUNI, VOTE YES ON A.

Youth, seniors, families, and working San Franciscans agree: it's time to fix Muni and reduce air pollution in our city.

There's little doubt that Muni needs help. While parts of the system have improved, Muni still fails to meet minimum on-time performance standards; recently botched the opening of the Third Street rail line; and maintains one of the worst fare collection records in America.

Our transit problems don't stop there. Cars, trucks and buses are the chief cause of air pollution in San Francisco, increasing global warming and health risks such as childhood asthma.

Measure A is a comprehensive reform plan. It was crafted by a broad coalition including transit riders, business, labor, environmental groups and the Board of Supervisors.

This emissions reduction and transit reform Charter Amendment:

- Restructures the MTA bureaucracy to cut waste and improve efficiency.
- Reduces air pollution and global warming, requiring that our overall transportation system meet and exceed standards set by the Kyoto Global Warming Treaty.

- Improves transit reliability, so riders will know better when their bus is coming, and how long their trip will take.
- Increases management accountability, so top Muni managers will be hired and fired based on performance.
- Promotes accountability among Muni drivers and other employees.
- Provides much needed additional funding for Muni without raising fares or taxes. This will prevent deep service cuts and fare increases for riders.

San Francisco can have the clean, safe and reliable transit system our world-class city deserves. This Charter Amendment is the next step. Vote Yes on Measure A.

Rescue Muni

San Francisco Planning and Urban Research Association (SPUR)

San Francisco Democratic Party

San Francisco Labor Council

Board of Supervisors President Aaron Peskin

Supervisor Sean Elsbernd

Sierra Club

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

Prop A is a charter amendment that is simply crammed with too many different ideas and half-solutions. The drivers' opportunity to negotiate for increased wages in exchange for enhanced working standards is a positive feature of this measure.

However, there is also a hodgepodge collection of ideas that are not in the best interest of San Francisco.

The displacement of oversight abilities to an unelected board, the MTA Board of Directors, regarding the many different parts of the San Francisco Municipal Transportation Agency machine seems illogical at best.

They will have extraordinary control over the second largest department budget in the city (\$700 million for Muni alone). This will also include an additional \$26 million from the General Fund. They will have the power to increase the parking fines, parking meter and Muni fares.

They will have the power to eliminate the driving requirements for taxi license permits mandated by the San Francisco voters for nearly thirty years.

They will have extraordinary control over contracts with private companies.

The elected legislative branch, the branch most accountable to the voters of San Francisco, will only have the ability to scrutinize the budget every two years. Even then, this scrutiny needs a supermajority of the elected supervisors to overturn the budget decisions of an appointed body. This undermines the democratic principle of "consent of the governed."

Please vote no on Prop A.

Jake McGoldrick, Member of Board of Supervisors

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Transit Reform, Parking Regulation and Emissions Reductions



OPPONENT'S ARGUMENT AGAINST PROPOSITION A

Vote No on Prop A.

This charter amendment is a collection of ideas to reform the Muni system and agency. Some of the provisions are appropriate for a crucial restructuring of the San Francisco Municipal Transportation Agency (MTA).

However, the overriding concern is the displacement of the oversight ability of an ELECTED governing board to an APPOINTED board. Muni's accountability to the public will diminish severely, as a result of shifting oversight to the MTA Board of Directors. The MTA Board of Directors is comprised of seven largely anonymous individuals who serve at the will of the appointing official.

We do not argue the Muni is not in need of reform, or that this charter amendment is terrible. We simply say that any reform should be well thought out, with the proper checks and balances that any city agency requires, much less one with an ever-increasing budget of \$700 million.

- We question the wisdom of giving this much power to an agency with MUNI's track record.

- We question the wisdom of taking away the oversight authority of the San Francisco's legislative branch, the most direct conduit through which citizens are able to complain and ask for reliability, accountability and action.
- We question the wisdom of delivering \$26 million from the City's General Fund annually while simultaneously wiping our hands clean of how that money is spent.
- We question giving Muni the power to increase transit fares, parking meters and parking fines without input from elected officials.

Vote No on Prop A, so the Board can craft a wise, complete and more balanced reform package for a future ballot.

Vote No on Prop A.

Jake McGoldrick, Board of Supervisors
Gerardo Sandoval, Board of Supervisors

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION A

In 1999, San Francisco voters overwhelmingly passed Proposition E, the Charter Amendment which formed the Municipal Transportation Agency and put Muni on the right track.

The fundamental aim of Prop E was clear – create strong service standards, better coordinate our transportation system and keep Muni free from excessive political interference.

Proposition A stays true to these basic principles. It creates a stronger accountability system within the MTA, brings employees back to the bargaining table to create more efficient work rules and cuts bureaucratic waste.

At the same time, Prop A maintains and even strengthens the oversight of elected officials. Contrary to assertions by opponents, Prop A actually reduces the number of Supervisors required to reject the MTA's budget, any proposed fare hikes and route changes.

Prop A is a comprehensive reform plan crafted by a broad coalition of San Franciscans including business leaders, transit riders, labor and environmental advocates.

To increase Muni funding, improve reliability, and require San Francisco to decrease air pollution which causes global warming below standards set by the Kyoto Global Warming Treaty, vote Yes on Proposition A.

Now is the time to get Muni on the road to reform.

Rescue Muni
San Francisco Planning and Urban Research Association (SPUR)
San Francisco Democratic Party
San Francisco Labor Council
Board of Supervisors President Aaron Peskin
Supervisor Sean Elsbernd
Sierra Club

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PAID ARGUMENTS IN FAVOR OF PROPOSITION A

For Better Transportation Vote Yes on A

A Yes on A vote will support better transit service, safer streets, and a more sustainable San Francisco.

Measure A will dedicate needed funding for better Muni, strengthening San Francisco's role as a Transit First city. Better Muni service means fewer cars, less traffic congestion, and safer streets for walking and bicycling.

San Francisco advocates for better transportation urge you to vote Yes on A!

Walk San Francisco

Livable City

San Francisco Bicycle Coalition

*Kate White, co-founder City CarShare**

Rescue Muni

*For identification purposes only

The true sources of funds for the printing fee of this argument are Walk San Francisco, the San Francisco Bicycle Coalition, Rescue MUNI, L. Kate White and Livable City.

San Francisco labor supports Yes on A

Working San Franciscans demand a Muni that works. Prop A is the answer. It works for riders, employees and all San Franciscans. Please join the San Francisco Labor Council and thousands of working San Francisco families and vote YES on A.

Tim Paulson, Executive Director, San Francisco Labor Council

San Francisco Building & Construction Trades Council

SEIU Local 1021

Hotel and Restaurant Workers Local 2

Transport Workers Local 250-A

The true source of funds for the printing fee of this argument is SEIU 1021.

Environmental advocates support Prop A

We all know how much better we'd like MUNI to perform. Prop A makes needed reforms to improve MUNI's reliability and requires that MUNI make stringent air quality improvements.

Greater reliability will help people get out of their cars and on to transit and MUNI will be cleaner than the Kyoto Protocols. Prop A is win-win for the environment.

Vote Yes on Proposition A

Sierra Club

San Francisco Tomorrow

The true source of funds for the printing fee of this argument is San Francisco Tomorrow.

Reduce global warming, air pollution and childhood asthma. Vote Yes on A

Cars, trucks and buses account for over 50% of the air pollution in San Francisco. Up to one-third of the children in Bay View/Hunters Point suffer from asthma. It's time for San Francisco to take the lead in reducing air pollution and global warming by voting Yes on A.

*Supervisor Sophie Maxwell, Sponsor, Asthma Task Force**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Sophie Maxwell and the SF Labor Council.

Prop A: Muni reform endorsed by the San Francisco Democratic Party

Muni is the transit lifeblood of our city, carrying over 200 million riders every year. It is the primary form of transportation for San Francisco's youth, low-income, ethnic, and working residents. The Democratic Party strongly supports Prop A because it moves Muni towards the reliable, affordable transit system San Franciscans deserve. Prop A will also make San Francisco adopt the Kyoto Global Warming Treaty standards for our entire transportation system. We urge Democrats, and all San Franciscans, to vote Yes on A.

San Francisco Democratic Party

Senator Carole Migden

Senator Leland Yee

Assemblyman Mark Leno

The true source of funds for the printing fee of this argument is the SF Labor Council.

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Transit Reform, Parking Regulation and Emissions Reductions

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PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Youth and Educators agree: Yes on A

Students who ride Muni to school endure overcrowding, long trips, delays and violence. Young workers face the same challenges. That's why teachers, youth and education leaders support Muni reform and Proposition A.

School Board Members Hydra Mendoza, Jane Kim, Mark Sanchez**

Teachers for Social Justice

*Ana Jimenez, League of Young Voters**

San Francisco Young Democrats PAC

*Renee Darner, President, College Democrats at SFSU**

*Peter Lauterborn, former Youth Commissioner**

Jeremiah Jeffries, teacher

*For identification purposes only

The true source of funds for the printing fee of this argument is the SF Labor Council.

Senior and disabled Muni riders ask your support for Prop A

Senior and disabled Muni riders need reform. Prop A brings vital new funding without raising fares. It will make Muni faster and more reliable. Please support senior and disabled Muni riders by voting Yes on A.

Senior Action Network

*Bruce Oka, Muni Accessibility Advisory Committee**

*For identification purposes only

The true sources of funds for the printing fee of this argument are Senior Action Network and the SF Labor Council.

Eastside and Housing Advocates agree: Yes on Muni!

Mission, Excelsior, Bayview and SOMA neighborhoods, renters and housing advocates say YES on A for a more reliable, better-funded Muni with greater accountability. Eastside communities suffer the worst asthma rates. Measure A requires the city to adopt groundbreaking emissions standards.

*Ted Gullicksen, Director, San Francisco Tenants Union**

Affordable Housing Alliance

John Avalos

David Campos

Eric Quezada

Calvin Welch

*For identification purposes only

The true source of funds for the printing fee of this argument is the Affordable Housing Alliance.

Safer and more reliable Muni

Every day, thousands of students ride Muni to school. Seniors take the bus to go shopping. Parents ride the train to work. Prop A helps them by making Muni safer and more reliable. Prop A is also a tough, comprehensive reform that will make Muni run better by cutting waste and bureaucracy. That helps us all. Please vote Yes on Prop A.

Assessor-Recorder Phil Ting

*David Chiu, Chair, Chinatown Community Development Center**

*Leon Chow, Chair, Chinese Progressive Association**

*David Ho, Chinatown Coalition For Better Housing**

*For identification purposes only

The true sources of funds for the printing fee of this argument are David Chiu, Leon Chow, the SF Labor Council, SEIU 1021 and SPUR.

No more excuses -- Yes on A

Years of under-funding transit must stop. Proposition A reforms transit; prepares for a future that includes a diverse, vital, less-polluting population; AND coordinates transit to be more effective. Fund mass transit NOW. Decrease dependency on oil. Our community depends on mass transit—don't let us down. YES ON A and NO ON H.

Supervisor Tom Ammiano

Supervisor Bevan Dufty

Robert Haaland, Michael Goldstein, Debra Walker*, Robert*

Dockendorff, Past Presidents, Harvey Milk LGBT Democratic Club

Scott Wiener, Past Co-chair, Alice B. Toklas LGBT Democratic Club

Bill Barnes, San Francisco Democratic Central Committee

*Member**

Kim Knox, Paul Mooney, Officers, Harvey Milk LGBT

*Democratic Club**

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The true source of funds for the printing fee of this argument is SPUR.

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Transit Reform, Parking Regulation and Emissions Reductions

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

San Francisco safety leaders urge Yes on A

Safety is a paramount concern for Muni riders. Prop A brings at least \$26 million per year additional funding to Muni. These resources are vital to make Muni safe and reliable. Vote yes on A.

District Attorney Kamala D. Harris
Public Defender Jeff Adachi
Sheriff Michael Hennessey

The true source of funds for the printing fee of this argument is SPUR.

African American Leaders Say Yes on A

Reliable transportation is the gateway to education, jobs and opportunity for thousands of youth and low-income families. Please join us in moving our community forward and reducing the air pollution that causes outrageous rates of childhood asthma in our neighborhoods. Vote Yes on A.

Supervisor Sophie Maxwell
James Bryant, A. Phillip Randolph Institute
*Pastor Arelious Walker**
*Bill Barnes, San Francisco Democratic Central Committee Member**
*Youth Commissioner Cassandra James**

*For identification purposes only

The true sources of funds for the printing fee of this argument are SPUR and the A. Phillip Randolph Institute.

Fixing Muni is the Key to Fighting both Global Warming and Congestion

Vote Yes on Prop A

Muni suffers from poor work rules, excessive bureaucracy and underfunding. Prop. A will fix it.

Restructures our transit agency (MTA) to cut waste.

It allows the General Manager to recruit people outside of the bureaucracy – and be able to fire anyone who does not perform. This is the most significant expansion of management accountability in decades.

Creates clean emissions standards to reduce global warming.

It requires the MTA to create a Climate Action Plan by 2009 with a goal of reducing greenhouse gas emissions from San Francisco's transportation sector to 80% of 1990 levels by 2012.

Increases funding for MUNI—without raising taxes or fares.

It allows the MTA will be able to keep 80% of parking revenue money, instead of sending half of it to the General Fund today. This amounts to \$26 million to help keep Muni affordable and reliable.

Allows for fixes to broken work rules.

For decades, transit reform in San Francisco has run into an immovable obstacle – a Charter-imposed cap on salaries that eliminates the ability of managers to negotiate for new work rules that help make the system run better. This measure gives unions the incentive to join management for new rules that will increase reliability and efficiency.

Creates more efficient traffic management.

This measure consolidates responsibility for bus stop placement, lane striping, stop light signal control, and most of the minutia of traffic management. It gives responsibility for these technical issues to the MTA, the agency charged with coordinating all modes of transportation in San Francisco.

Vote Yes on Prop A.

This is our chance to fix Muni. Let's not miss it.

For the full analysis, go to www.spur.org

San Francisco Planning and Urban Research (SPUR)

The true source of funds for the printing fee of this argument is SPUR Voter.

The three largest contributors to the true source recipient committee are: 1. Jean Fraser, 2. Gabriel Metcalf, 3. Jim Chappell.

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Transit Reform, Parking Regulation and Emissions Reductions

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PAID ARGUMENTS AGAINST PROPOSITION A

Vote *NO* on Prop A!

Mission Group for Neighborhood Rights

The true source of funds for the printing fee of this argument is the Mission Group for Neighborhood Rights.

STOP THE MUNI GIVEAWAY! PROTECT NEIGHBORHOOD PARKING!

This gives a group of political appointees sweeping powers — without any voter approval or accountability — and eliminates the ability to increase or change in any way the amount of parking in the City.

This measure would:

- Guarantee bus drivers salary raises without changing permissive work rules.
- Let MTA exclusively set rates for parking fines, fees, and penalties that would go into their own coffers.
- Lock in the current restrictions for building parking and make it impossible to ever increase the amount of parking allowed.
- Repeal the voter-approved system for regulating taxicabs in San Francisco, eliminating all accountability of elected officials.
- Allow the newly recreated Metropolitan Transit Authority to issue revenue bonds — *without voter approval*.

This measure would control far more than Muni. It would give the MTA sweeping powers to control virtually everything governing transportation without citizen input.

This measure does not bring *any* of the necessary reforms to Muni: it does not change work rules that allow drivers to miss work without even notifying their supervisor — without consequences. It diverts more city funds into an MTA black hole without accountability.

There is *no* accountability for better Muni performance.

Muni currently meets less than 70% of its schedule, fails to collect 4 out of every 10 cable car fares. Ridership is declining because of the unreliability of the Muni system. And this charter amendment perpetuates it.

Instead of reform, this proposes to give Muni bus and train operators massive pay increases while effectively eliminating the ability to build parking.

This is *not* good reform for better Muni service. San Francisco's Muni system needs *real* reform, not this misguided measure.

Muni *can* be reformed — with a better measure.

OPPOSE THE MUNI GIVEAWAY!

VOTE *NO* on A!

Coalition for San Francisco Neighborhoods

The true source of funds for the printing fee of this argument is the Coalition for San Francisco Neighborhoods (CSFN).

Proposition A would set Muni reform back twelve years and turn San Francisco motorists into second-class citizens.

It diverts \$26,000,000 from the General Fund, preventing the construction of new neighborhood garages.

It dramatically increases Muni drivers' already-generous salaries, which would probably be the highest in the nation, while eliminating existing performance standards.

It imposes parking limits throughout the City.

Its stated goal is to reduce “private vehicle trips within the City”.

VOTE NO ON A

San Francisco Republican Party

Christine Hughes, Chairman

Jennifer DePalma, Esq., Treasurer

Bill Campbell, Vice Chair – Finance

Janet Campbell, Vice Chair – Special Events

Leo Lacayo, Vice Chair – Communications

Howard Epstein, Vice Chair – Political Affairs

Christopher L. Bowman, Vice Chair – Precinct Operations

Jim Anderer

Michael Antonini, DDS

Walter Armer

John Brunello

Mike DeNunzio

Dr. Terence Faulkner

Harold M. Hoogasian

Stephanie Jeong

David Kiachko

Barbara Kiley

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Transit Reform, Parking Regulation and Emissions Reductions

PAID ARGUMENTS AGAINST PROPOSITION A

Ronald Konopaski, DDS
Ramiro Maldonado, Jr.
Bradley Rotter
Dana Walsh
Sue C. Woods

The true sources of funds for the printing fee of this argument are the San Francisco Republican Party and the signators of the argument.

The three largest contributors to the true source recipient committee of the San Francisco Republican Party are: 1. William Campbell, 2. DGF Y2K Special Purpose Trust, 3. Janet Campbell.

VOTE NO ON PROPOSITION A – IT'S A FRAUD, NOT REFORM.

Don't be fooled. Prop A isn't a curative measure for MUNI's ills, it's a shifty backroom deal negotiated by union bosses, mayoral minions (illegally paid more than our Mayor!) taxi and parking industry lobbyists, self-appointed downtown political operatives, and the Board of Supervisors President.

Beware! Proposition A is chockfull of sneaky provisions such as:

- Repealing voter approved Proposition K, which rightfully identifies taxicab permits as government licenses, not for profit. The taxicabs CEOs have tried EIGHT times to undo Proposition K, failing each time as voters upheld this good government measure. Now, encouraged by City Hall, Prop A slips in a deceptive clause undoing thirty years of voter policy. **SHAMEFUL!**
- Stripping voters of our City Charter rights to vote on bonds – the new Metropolitan Transit Agency can issue bonds **without voter approval. DISGRACEFUL!**
- Flowery, feel good climate change language, trying to divert voters from the **truth** - MUNI drivers and management keep lenient work rules, give themselves a fat pay raise, seize parking and traffic revenue and authority and the taxpayer money that goes with it. **SCANDALOUS!**

PROP A isn't reform; it sneaks into our City Constitution dangerous anti-consumer, anti-taxpayer, anti-transit user, and anti-automobile provisions.

VOTE NO ON PROPOSITION A – IT'S A FRAUD!

Good Government Alliance

The true source of funds for the printing fee of this argument is the Good Government Alliance.

The contributor to the true source recipient committee is Quentin Kopp — Kopp's Good Government Committee 1998.

VOTE NO ON THE PROPOSITION A SHAM!

Among other defects, and buried trick language, Prop A contains a concealed clause, enabling repeal of Quentin Kopp's 1978 Proposition K which stopped corruptive private trading of government taxicab permits.

Emanating from non-driving Yellow Cab and other moguls and lobbyists, such clause allows government permits to be sold for hundreds of thousands of dollars profit.

VOTE NO ON PROPOSITION A – It legalizes profiteering by non-drivers!

*Mara Kopp
Good Government Alliance*

The true source of funds for the printing fee of this argument is the Good Government Alliance.

The contributor to the true source recipient committee is Quentin Kopp — Kopp's Good Government Committee 1998.

TAXI PROVISION POISONS PROPOSITION A

One paragraph in this thick document, Proposition A, contains Yellow Cab's dream come true. But it's a nightmare for cab drivers, passengers, and voters. A single paragraph could repeal Prop K and destroy a power that voters have held for almost thirty years: Voters control our city's taxi permits. Cab companies and medalion holders have tried eight times to repeal or undermine Prop K. Voters have rejected these attempts, resoundingly. But under Proposition A, if the Board of Supervisors transfers taxi regulation from the Taxi Commission to the MTA, **the Agency could repeal Prop K by an administrative rule.** Here are some potential consequences:

- Taxi permits (medallions) that now must be issued to cab drivers could go to cab companies instead.
- Non-transferable medallions, which are issued for the price of an application fee, could again be bought and sold, as in New York, where they fetch half a million dollars each.
- Also, **WATCH YOUR POCKETS! The MTA itself, and not our elected officials, could set taxi fares and meter rates, under a mandate to "develop new sources of fund-**

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Transit Reform, Parking Regulation and Emissions Reductions

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PAID ARGUMENTS AGAINST PROPOSITION A

ing for the Agency's operations." To stop a fare increase, the Board of Supervisors would have to reject the entire MUNI budget by a super-majority of seven votes! Fat chance. **Expect a taxi fare increase if Prop A passes.**

The taxi provision was inserted in Proposition A behind the backs of cab drivers and the Taxi Commission itself. No outreach, no consultation, not a word to the thousands who would be most affected by the potentially devastating changes it could bring about. As long-time supporters of transit-first and clean-air policies, we've been betrayed. Please send this back to the drawing board. **Vote NO on A.**

Ruach Graffis
Membership Secretary
United Taxicab Workers

The true source of funds for the printing fee of this argument is United Taxicab Workers.

Proposition A will not improve Muni. What it will do is increase Muni drivers' already-generous pay without imposing performance standards.

If Proposition A passes, Controller Ed Harrington writes, "spending would have to be reduced or new revenues identified." Since San Francisco does not typically reduce spending, realistically, this proposition will result in new taxes.

Furthermore, the text of Proposition A states that it is the measure's goal to reduce "private vehicle trips within the City." This rhetorical attack on private property is an indication of the authors' motives.

This proposition further marginalizes drivers, drains the budget, and fails to improve Muni. **Vote NO on Proposition A.**

San Francisco Young Republicans
www.sfyf.org

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Prop A is ANTI-CAR, ANTI-FAMILY, ANTI-SENIOR, ANTI-DISABLED, ANTI-PARKING, ANTI-REFORM and ANTI-TAXPAYER.

Taxpayers know that throwing money at MUNI won't fix it.

Vote NO on A.

San Francisco Taxpayers Union

The true source of funds for the printing fee of this argument is the San Francisco Taxpayers Union.

Vote NO on A

Anyone waiting for a bus or streetcar knows MUNI reform is needed. Real reform – stronger management, accountability, modern work rules.

Making bus drivers the highest paid in the country won't help MUNI run on time. Preventing parking lots from being built in neighborhood commercial districts won't make life better for families and seniors. Taking away our right to vote on issues like taxi regulations and planning code parking provisions, and making it easier for Supervisors to interfere in MUNI's budget is not reform.

Tell City Hall you want real reform – **Vote No on A.**

San Francisco Chamber of Commerce

The true source of funds for the printing fee of this argument is the San Francisco Chamber of Commerce.

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Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.

