

Disabled don't fit business model, tech transit reps say

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can to improve these very important services we do have," Toran said, while citing the higher costs for the vehicles, fuel, maintenance and training that goes into the "hardest to serve" segment of the population.

Luxor's Rathbone said that installing a wheelchair ramp into a vehicle costs about \$10,000 and involves cutting the frame, inevitably leading to chronic maintenance issues. New, a wheelchair-accessible vehicle costs up to \$50,000, he said.

Rathbone concedes that the taxi

industry set the table for the influx of unlicensed service through years of "driver-friendly" policies that limited the number of licensed cabs. A Federal Trade Commission study decried the lack of competition in the industry back in 1984.

"For years, the Taxi Commission and the SFMTA were very driver-centric. We kept telling them they've got to order more permits and they didn't do it," he said, "setting the ground for Uber. We lost sight of our customers chasing the airport fares. We're reaping the whirlwind now." ■

— Tom Carter contributed to this report.

Big-money Seattle showdown

In March, Christiane Hayashi, then SFMTA's deputy director of Taxis and Accessible Services, wrote the Seattle City Council, which was debating how to regulate the new ride services. She noted that Lyft and Sidecar let drivers decide whether to pick up service animals, which Sidecar calls "service pets," though paratransit service, required by federal law, is most efficiently accomplished by taxis.

"You should be aware that other states and municipalities will be looking to your example; what the Seattle City Council does will likely set the direction for the rest of the nation," she wrote.

"The situation is dire," Hayashi wrote. "If the taxi system collapses, the public will have to fund van service that is much more expensive (by about \$30 per trip) than taxis. And the service quality will decline substantially for people who are dependent on the paratransit system, because paratransit vans must be arranged well in advance and cannot provide on-demand service."

"The most vulnerable segments of the community will suffer the consequences if the taxi industry collapses because of TNC competition," Hayashi concluded.

Seattle ultimately voted to limit the companies to 150 drivers each. But before that decision could take effect, Uber and Lyft, with a \$541 contribution from Sidecar, funded a \$400,000 petition campaign that delivered enough signatures to suspend the ordinance before it got started and put the matter before voters in November.

As of Sept. 22, Uber and Lyft had each contributed over \$500,000 more to "Seattle Citizens to Repeal Ordinance 124441," the entirety of that PAC's funding, save for another \$541 from Sidecar.

Hayashi has since left MTA after being demoted following comments critical of Mayor Lee's relationship with ride services. ■

— Mark Hedin

Port of San Francisco REQUEST FOR PROPOSALS FOR YOUTH EMPLOYMENT PROGRAM FOR ENVIRONMENTAL MAINTENANCE OF PORT FACILITIES

The Port of San Francisco seeks proposals for a Youth Employment Program ("Program") that will provide job readiness and on the job training for economically disadvantaged and/or at-risk San Francisco youth ages 16 to 24 through paid work experience to help maintain the Port's property. Proposers must have experience* organizing, implementing, and administering youth employment programs. Prime Proposers must subcontract with San Francisco-based non-profit community organizations with youth employment and environmental maintenance experience. The Port intends to select up to two (2) of the highest-scoring Proposers for contract award(s).

Proposers must meet the Minimum Qualifications described in RFP Attachment V to be considered for evaluation. Proposals are due October 24, 2014. Please check the website (<http://sfport.com/index.aspx?page=2513>) for latest and complete schedule.

CNS#2673710

2014 Voting Guide



VOTE YES

Proposition A: Transportation Road and Improvement Bond

* Allows the City to make much needed capital investments in our transportation infrastructure

- Proposition C: Renews the Children's Fund to better serve San Francisco youth and families
- Proposition F: Approves Union Iron Works/Pier 70 Development Project Heights
- Proposition I: Allows Renovation of Playgrounds, Walking Trails, Athletic Fields
- Proposition K: Supports Affordable Housing Goals
- Proposition L: Advocates for Balanced Transportation Priorities

VOTE NO

Proposition G: 24% Surtax on Transfers of Residential Property

* Places burdens on residential property owners with no guarantee revenue will go to housing

- Proposition H: Prohibits lights and turf at Beach Chalet Soccer Fields



SF Forward is the Political Action Committee (PAC) of the San Francisco Chamber of Commerce. SF Forward is comprised of local business owners and residents who support sound economic policy and exceptional quality of life in San Francisco. The PAC is dedicated to insuring that political reforms strengthen the local economy, improve the business climate, and streamline the operation of government.



HOUSING APPLICATIONS ARE BEING ACCEPTED FOR THE KNOX AND BAYANIHAN HOUSE



The Knox

Bayanihan House

Please go to 241- 6th Street, San Francisco, CA for applications

The TODCO Single Room Occupancy (SRO) Housing Waiting List is open; for the Knox and the Bayanihan House. If your name is currently on any TODCO Housing Waiting List and you would like information on your current status please call the TODCO Marketing Office at 415-957-0227 on Fridays' only.

Building	Size & Amenities	Max. Household Income Limits	Rent as of September 01
The Knox SRO located at 241- 6th St. & Tehama is accepting applications and has an WAITLIST OPEN	SRO – 1 Person, or Couple Room size: 10 ½ x 18 (Semi-Private) bathroom 7 x 7 Unit amenities: sink, micro-wave, refrigerator, 2-burner stove, closet, single bed. Building amenities: small gym, library, private lounge, roof top garden, community kitchen, laundry facility & 24 hour staff & surveillance	1 person \$34,600.00/Year 2 person-Income \$39,520.00/Year Minimum income of \$1,730.00/Month	Move in Deposit \$865.00 Monthly Rent \$865.00 plus utilities
Hotel Isabel located at 1095 Mission WAITLIST CLOSED	SRO – 1 Person Shared bathroom Unit amenities sink, micro-wave, refrigerator, 2- burner stove, closet and single bed.	1 person \$34,600.00/Year No Minimum Income	30% OF INCOME Requires a Certificate of Homelessness
Bayanihan House (Non Assisted Units) located at 88 – 6th St. & Mission. WAITLIST OPEN	SRO – 1 Person, or Couple Room single: 10 ½ x 12, shared bathroom Double occupancy: 12x12, shared bathroom Unit amenities: sink, micro-wave, refrigerator, 2-burner stove, closet, single bed Building amenities: community kitchen, 24 hour staff & surveillance, laundry facility	1 person \$30,275.00/Year Couple \$34,580.00/Year Minimum income of \$877.40/Month	Move in Deposit \$572.00 Monthly Rent \$572.00 Utilities included

TDD: (415) 345-4470



PO Box 320098 • San Francisco CA 94132-0098
www.csfm.net • 415.262.0440 • Est 1972 • 48 neighborhood organizations

CSFN Official Endorsements November 4, 2014

Prop A NO

This bond has no oversight, makes no commitment as to how funds will be allocated, doles out funds to special interests, will not restore service cuts, cannot be used to buy busses. And with interest it'll be \$1Billion!

Prop B NO

Muni Charter Amendment (set-aside).
More set-asides means less money for basic services.

Prop H YES

Save Golden Gate Park! Protect it for kids today and for future generations.

Prop I NO

Poison Pill Alert!
This is a very mean-spirited measure... and possibly illegal. It removes your citizens' right of appeal!

Prop L YES

Send City Hall a message with your vote for Prop L:
Stop foisting parking meters on residential neighborhoods!
Stop removing street parking without neighbors' and merchants' consent!

Coalition for SF Neighborhoods (CSFN) is an all-volunteer "umbrella" organization for neighborhood groups. Since 1972 CSFN has worked to strengthen the voice of our neighborhoods in all aspects of governance and planning; stable, healthy neighborhoods are the key to healthy cities. We carefully review ballot measures and bonds and consider those matters that will have impact on our neighborhoods.