



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

**MINUTES**

Tuesday, July 21, 2020

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room (Room 400) is closed.

**Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com) by 5pm on Monday, July 20 or call (415) 646-4470. Please see the information on the next page for remote meeting access.**

REGULAR MEETING  
1 P.M.

**SFMTA BOARD OF DIRECTORS**

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair  
Cheryl Brinkman  
Steve Heminger

Jeffrey Tumlin  
DIRECTOR OF TRANSPORTATION

Roberta Boomer  
SECRETARY

## ORDER OF BUSINESS

### 1. Call to Order

Chair Borden called the meeting to order at 1:06 p.m.

### 2. Roll Call

Present: Gwyneth Borden  
Cheryl Brinkman  
Amanda Eaken  
Steve Heminger

### 3. Announcement of prohibition of sound producing devices during the meeting.

There was no announcement.

### 4. Approval of Minutes

No public comment.

On motion to approve the minutes of the June 30, 2020 Special Meeting: unanimously approved.

### 5. Communications

Chair Borden stated that Item 13 regarding the Caltrain sales tax had been removed from the agenda at the request of staff. The San Francisco Board of Supervisors has proposed amendments. The SFMTA Board of Directors will consider the item after the Board of Supervisors has acted.

Chair Borden discussed the virtual meeting and expressed appreciation to staff for their work to enable the meeting to be held via teleconference. Board Secretary Boomer reviewed how members of the public could watch the meeting and address the Board.

### 6. Introduction of New or Unfinished Business by Board Members

None.

### 7. Director's Report (For discussion only)

#### -Ongoing Activities

Jeffrey Tumlin, Director of Transportation, reviewed recent fatalities and injuries on City streets. He also discussed changes to city streets, the Mission Street bridge, the Folsom Street protected bikeway;

legislative efforts regarding Vision Zero and federal funding. He also discussed upcoming traffic and transit changes, opening satellite booths and more online services.

Director Heminger requested an update on Central Subway settlement discussions.

#### PUBLIC COMMENT:

John Lisovsky discussed automated speed enforcement to reduce speed and bias. Hundreds of drivers who are texting while driving can be caught. He is interested in installing cameras that can catch that. There needs to be a link between the inner Haight and the Sunset.

Hayden Miller expressed support for automated speed enforcement. He urged staff to work with the State to lower speed limits on various streets and provide more traffic enforcement.

Aleta Dupree expressed appreciation for making the Lifeline pass a program that doesn't require patrons to appear in person. It's a long overdue update and should be part of a larger conversation.

Badick Pradan expressed support for automated speed enforcement. There seems to be a double standard between the implementation of changes for Vision Zero projects for cyclists and pedestrians. With pedestrians, the process seems to be longer. Rogue skateboarders aren't a huge contributor to fatalities.

Cynthia Gahoot stated that she is appalled at FastTrak's erroneous billing system. A toll that is \$5-6 can receive a penalty of \$25 and monthly, the penalty doubles.

Robin commented on the treatment of Dolores Street. She is sad to hear about the hill bombing and liked to hear about the rapid response but is sad that the SFMTA wasn't as quick with other areas. The Dolores Street bumps create a hazard for people with regard to slipping and falling. She also commented on high speeds on Bayshore Blvd. This boulevard has had too many fatalities and the speed limit is too high.

Barry Taranto expressed surprise that there weren't more injuries and fatalities. He sees a lot of jaywalking and running of stop signs and signals. People are taking too many risks. Towns and cities aren't made to take those type of risks. The Central Subway is two years past revenue service. These projects should be finished. He wondered why it has taken so long when other projects get done immediately like the Alemany Blvd. overpass.

David Pilpel discussed the restoration of additional transit service. He is concerned about what service is being restored. Generally, he thinks the agency isn't doing sufficient or any real outreach about the choices being made regarding transit service. There are a variety of things that could be done to get feedback on-line. It's not clear who is or should be the main point of contact for the public. The agency needs to do a better job of public outreach.

Maryanne Pisoni wondered why there are no “Slow Streets” in the Tenderloin. Many streets are no longer accessible nor safe due to the number of tents. It feels like a punitive measure against the neighbors. She encouraged the SFMTA to rethink the lack of slow streets in the Tenderloin and why residents aren’t getting the same level of service as other parts of the City.

Jay Dean discussed automated speed enforcement. It would be great if San Francisco could get a “carve out” from the State. The police are unable to focus on sidewalk citations. They need to prevent traffic incidents. The number of traffic citations are high, but the police are issuing fewer traffic citations every year. The City’s scorecard is outdated.

Kim discussed slowing Jones Street. The Tenderloin is being ignored and neighbors want to know what is going on. She wondered why the 27 line has not been restored. It’s a main line in the community and has a large impact on the neighbors. Tenderloin bus lines get residents to the hospital and to other essential services. Residents don’t want to be ignored.

Catherine Wolf discussed the need for the Tenderloin to have “Slow Streets.” It’s difficult for seniors who are forced to walk in a lane of traffic because the sidewalk isn’t available. Having “Slow Streets” is important for seniors, people with disabilities and families. The 27 and 31 bus lines need to be restored so people can access services. Many low-income residents are being forced to walk far to get a bus. This is not acceptable.

Patrick Traugher discussed the lack of “Slow Streets” in the Marina and Russian Hill neighborhoods. There isn’t enough room on the sidewalks to ensure safety. Over 150 requests for “Slow Streets” have been made in the neighborhood. He urged the SFMTA to expand the program to include those neighborhoods as soon as possible.

David Elliott Lewis stated that the Tenderloin lost two important bus lines that are not being restored in August. He is concerned about the lack of “Slow Streets” in the Tenderloin. There is no attention to the Tenderloin and the SFMTA is not treating Tenderloin residents well.

## 8. Citizens’ Advisory Council Report

At the request of the CAC Chair, Roberta Boomer, Liaison, Citizen’s Advisory Council, presented the recommendations.

### PUBLIC COMMENT:

David Pilpel expressed appreciation for the recommendations being read and posted on-line.

## 9. Public Comment

Hayden Miller discussed bus cleaning. He’s been wiping the seats and handrails and sees a lot of dust. It’s necessary to wipe the equipment down rather than just spraying. Transit shelter and platform

maintenance have been a long-standing issue. The company doesn't do a good job. He expressed support for the original version of the Caltrain tax.

Anonymous expressed concern about Revel scooters.

Richard Rothman thinks that the SFMTA is moving in the right direction but there's room for improvement. There is no outside agency that reviews the SFMTA's budget. The Board doesn't spend enough time looking at the details in the budget. He wondered what the "Vision Zero" staff does and why it took ten years to fix the traffic signals at 43<sup>rd</sup> and Fulton.

Patrick Carroll expressed opposition to the removal of several bus lines that serve Diamond Heights. The area is steep, and he takes Uber to get groceries. He urged the Board to consider restoring the 35 and 52 lines.

Roan Kattouw discussed an ordinance to move traffic enforcement into a newly constructed department. San Francisco has already done that but doesn't have authority over traffic enforcement. He requested support of moving all traffic violations out of the police department and into the hands of the SFMTA. Guns are not needed to enforce traffic.

Herbert Weiner expressed concern about the return of Muni routes at the end of the pandemic. He wants to see all lines restored. This is a "Transit-First" city. He proposed an independent audit of the SFMTA by a Bay Area university. Decades ago, there was better Muni service. He has been seeing less service and fewer resources for Muni.

Catherine Wolf expressed concern regarding getting on and off a bus. It's not safe. There are cracks and holes in the curbs, and there are potholes in the streets. It should be a priority for a bus driver or inspector to check the safety of the bus zones, either on the sidewalk or on the streets. Bus drivers don't pull up to the curb and will stop two feet away from the curb. It's worse when it's raining. She asked the Board to look into the safety of the bus zones and bus lanes.

Stacy Randecker suggested that SFGTV, have a sign that says how to call in. The Slow Streets program is wonderful. There needs to be more of them and there needs to be better enforcement. One of the busiest intersections near Mariposa comes off the highway. There are no signs nor barricades. Cars need to be completely deterred. The Embarcadero should mirror the Great Highway with the east side lanes closed to cars so it can be a linear park.

David Elliott Lewis discussed shortcomings of the Essential Trip Card (ETC). He doesn't qualify for the card nor can many people with disabilities. This attempt to help people doesn't go far enough. The massive cutbacks have made Muni something that can't be counted on. It's not a reliable source of transportation because the lines don't run as often and are crowded. Most of the lines should be restored, especially the lines in the Tenderloin.

Barry Taranto endorsed Mary McGuire's email regarding the driving requirement for the K-medallion holders. The driving requirement should be suspended during the pandemic. It should be discussed at a

board meeting. There needs to be a sign a block before a “Slow Street” that tells people that one is approaching. The SFMTA has bent over backwards for taxi drivers and the industry. Cab drivers should be given signs that says that masks are required to enter a cab and need to stay on while in the cab.

Mary McGuire asked the Board to suspend the driving requirement for K-medallion holders. Most cab drivers are in the high-risk population and should reduce their interaction with the public, yet they work in a high-risk environment. These cab drivers should not have to risk their life.

Flo Kelly stated that while there is no towing of vehicular dwellings during COVID, ticketing these homes for violating street cleaning is happening. There are many challenges that people are facing during the COVID pandemic, but exceptions should be made for vehicular homes for street cleaning. People would like to meet with Director Tumlin regarding poverty tows.

Jo Counsellor asked the Board to approve a measure to save Caltrain. Now is not the time to make changes. She hopes the SFMTA Board understands the need to save Caltrain.

Anonymous expressed concern with parking tickets. He got a parking ticket that he protested. It’s unfair to not be able to move his car and not be safe.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7<sup>th</sup> FLOOR.

#### CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Motion to rescind Resolution 200616-060, Ben Wong vs. CCSF, Superior Ct. #CGC18566347 filed on 5/7/18 for \$500,000, approved on June 16, 2020. (No explanatory documents.)

(10.2) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Marilyn Dawson vs. CCSF, Superior Ct. #CGC18568484 filed on 7/30/18 for 8,000
- B. Ben Wong vs. CCSF, Superior Ct. #CGC18566347 filed on 5/7/18 for \$500,000. (Explanatory documents include a resolution.)

RESOLUTION 200721-063

(10.3) Approving the following traffic modifications:

- A. RESCIND–TWO HOUR PARKING, MONDAY THROUGH FRIDAY, 8 AM TO 9 PM, EXCEPT VEHICLES WITH AREA S PERMIT, Laguna Street, east side, between Hayes Street and Linden Street.
- B. RESCIND – 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS, Lucky Street, west side, from 263 feet to 270 feet north of 25th Street.
- C. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME, Lucky Street, west side, from 263 feet to 270 feet north of 25th Street (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

RESOLUTION 200721-064

(10.4) Amending the Transportation Code, Division II, Section 801(c) to implement parking restrictions to establish SFPD vehicles only parking restrictions in front of the San Francisco Police Department Special Operations Center on 16<sup>th</sup>, De Haro, and 17<sup>th</sup> streets; and approving parking modifications in northern Potrero Hill as follows:

- A. ESTABLISH – 4-HOUR TIME LIMIT, 8 AM TO 6 PM, MON-FRI, Vermont Street, both sides, between 16th Street and 17th Street; Rhode Island Street, both sides, between 16th Street and 17th Street; Carolina Street, both sides, between 16th Street and 17th Street; Wisconsin Street, both sides, between 16th Street and 17th Street; Connecticut Street, both sides, from 16th Street to 17th Street; Missouri Street, west side, from 16th Street to 17th Street; Missouri Street, east side, from 17th Street to 215 feet northerly; Mississippi Street, both sides, from 16th Street to 17th Street; Rhode Island Street, west side, from Mariposa Street to 200 feet northerly; Carolina Street, west side, from Mariposa Street to 280 feet northerly; Carolina Street, east side, from 17th Street to Mariposa Street; Missouri Street, west side, from 17th Street to 100 feet southerly; Missouri Street, east side, from 17th Street to 103 feet southerly; Texas Street, west side, from 17th Street to 101 feet southerly; Texas Street, east side, from 17th Street to 227 feet southerly; Mississippi Street, both sides, from 17th Street to Mariposa Street; Pennsylvania Avenue, west side, from Mariposa Street to 220 feet northerly; Pennsylvania Avenue, east side, from 17th Street to Mariposa Street; De Haro Street, both sides, between Mariposa Street and 18th Street; Carolina Street, both sides, between Mariposa Street and 18th Street; Arkansas Street, west side, between Mariposa Street and 18th Street; Mississippi Street, east side, from Mariposa Street to 155 feet southerly; Pennsylvania Avenue, east side, from Mariposa Street to 18th Street; 17th Street, both sides, between Carolina Street and Arkansas Street; 17th Street, north side, from Arkansas Street to Connecticut Street; 17th Street, both sides, from Connecticut Street to Mississippi Street; Mariposa Street, both sides, between De Haro Street and Arkansas Street; Mariposa Street, both sides, between Mississippi Street and Pennsylvania Ave; 18th Street, north

side, between De Haro Street and Arkansas Street; 18th Street, south side, between De Haro Street and 270 feet west of Arkansas Street.

- B. ESTABLISH – GENERAL METERED PARKING, 4 HOUR TIME LIMIT, 8 AM TO 6 PM, EXCEPT SUNDAYS, Rhode Island Street, west side, between 17th Street and 100 feet southerly; Rhode Island Street, east side, from 17th Street to Mariposa Street; De Haro Street, west side, from 17th Street to 350 feet southerly; Carolina Street, west side, from 17th Street to 100 feet southerly; 17th Street, south side, between Kansas Street and Rhode Island Street; 17th Street, both sides, between Rhode Island Street and De Haro Street; 17th Street, south side, between De Haro Street and Carolina Street; 17th Street, south side, between Arkansas Street and Connecticut Street.
- C. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA X, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X PERMITS, Kansas Street, east side, between 17th and Mariposa streets; Mariposa Street, both sides, between Kansas and De Haro streets; Rhode Island Street, both sides, between Mariposa and 18th streets; Arkansas Street, both sides, between 18th and 19th streets; 18th Street, south side, from Arkansas Street to 270 feet westerly; 17th Street, south side, from Pennsylvania Avenue to 135 feet westerly; Mariposa Street, south side, between Texas and Mississippi streets; Pennsylvania Avenue, west side, from 17th Street to 200 feet southerly; Mississippi Street, west side, from Mariposa Street to 140 feet southerly; 415 De Haro Street; 310 Carolina Street; 1555 Mariposa Street.
- D. RESCIND - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA W PERMITS, Kansas Street, both sides, between 17th and Mariposa streets.
- E. ESTABLISH - 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA X OR AREA W PERMITS, Kansas Street, both sides, between 17th and Mariposa streets.
- F. ESTABLISH – NO STOPPING ANYTIME, EXCEPT MARKED POLICE VEHICLES, 16th Street, south side, from De Haro Street to 150 feet easterly; De Haro Street, east side, between 16th Street and 17th Street; 17th Street, north side, between De Haro Street and Carolina Street.
- G. RESCIND – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, EXCEPT SUNDAYS, De Haro Street, east side, between 16th Street and 17th Street.
- H. ESTABLISH - RESIDENTIAL PERMIT PARKING AREA X, De Haro Street, east side, between 17th Street and Mariposa Street.
- I. ESTABLISH - GENERAL METERED PARKING, 9 AM TO 6 PM, NO TIME LIMITS, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA X PERMITS, De Haro Street, east side, between 17th Street and Mariposa Street.
- J. ESTABLISH - 2-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA X PERMITS, Arkansas Street, east side, from 17th Street to 40 feet southerly (completing the 100 block of Arkansas); 17th Street, south side, from Pennsylvania Avenue to 135 feet westerly; Mariposa Street, south side, between Texas and Mississippi streets; Pennsylvania Avenue, west side, from 17th Street to 200 feet southerly; Mississippi Street, west side, from Mariposa Street to 140 feet southerly; Connecticut Street, east side, from 17th Street to 145 feet southerly. (Explanatory documents include a staff report,



resolution and amendment. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.)

RESOLUTION 200721-065

(10.5) Retroactively approving Contract SFMTA-2020-27, Workers' Compensation Investigative Services, with Passanisi Investigations, to provide comprehensive workers' compensation investigative services for an amount not to exceed \$3,750,000 and a term of five years, with options to extend the contract. (Explanatory documents include a staff report, contract and resolution.)

RESOLUTION 200721-066

(10.6) Awarding Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, to upgrade the existing electrical infrastructure and install city-furnished battery electric bus chargers and equipment at Woods Bus Yard, in the amount of \$2,694,000, and for a term of 270 days. (Explanatory documents include a staff report, resolution and financial plan. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.)

RESOLUTION 200721-067

(10.7) Authorizing the Director to execute Modification No. 2 to Contract No. 1292, 33 Stanyan Pole Replacement and Overhead Reconstruction Project Phase 2, with Balfour Beatty Infrastructure, to extend the contract duration by 724 days and compensate the Contractor for costs associated with schedule delay, increasing the Contract amount by \$773,068.45, for a total Contract amount not to exceed \$6,447,977.18. (Explanatory documents include a staff report, resolution, modification and financial plan.)

RESOLUTION 200721-068

PUBLIC COMMENT:

Members of the public expressing support: Peter Belden (10.4)

On motion to approve the Consent Calendar:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

REGULAR CALENDAR

11. Presentation and discussion regarding transit service and Temporary Emergency Transit Lanes. (Explanatory documents include a slide presentation.)

Sean Kennedy, Manager, Transit Planning, presented the item.

**PUBLIC COMMENT:**

Barry Taranto asked the Board to revisit the Masonic Temporary Transit Lane. He's concerned about the left turn restrictions. Not allowing people to turn left onto Fell and Oak is a problem. Those are major left turns during commute hours. He asked the Board to allow taxis to turn left.

Stacy Randecker wondered why the lanes are temporary. If they take six to eight weeks to implement, she questioned whether they are an emergency. These seem to be things that the City needs. The City should ask the State to give a blanket approval for changes.

Branton Burke asked why the 37 is going to Van Ness when it only used to go to Church and Market and to Masonic. All of the other buses going back into service are doing their usual route but the 37 is getting shifted.

Christopher Peterson stated that he's a big fan of transit only lanes. The Board should think more broadly, including left turn restrictions and signal timing.

Cat Carter expressed agreement with Christopher Peterson. She would like to see the T Third bridge process happen as soon as possible. She urged all transit priority projects be moved forward as soon as possible.

Herbert Weiner expressed concern about Muni being restored to its pre-pandemic routes. No routes should be cut. The SFMTA is contributing to traffic congestion and he wondered whether congestion contributes to people being killed. Transit service should be given priority, even over bicycles. In the event of future disasters, there should be a disaster plan for transit.

John McCormick commented about the Tenderloin and how the residents depend on the lines that go through the Tenderloin to access grocery stores. If someone has a disability, or are a senior, not having these bus lines is a real detriment.

Hayden Miller expressed support for the transit only lanes. They need to be made permanent. It's important for people to remember that it's not possible to have the same transit service as before the pandemic.

David Pilpel commented on transit service and is displeased with the package and process used to develop them. He stated that he will find some way to appeal the action. Staff has been unavailable and unwilling to talk with him. He invited Director Tumlin and others to discuss the item to avoid a protracted effort. He asked that official correspondence get posted so the public has access.

12. Approving temporary traffic modifications to restrict through-traffic, including designating additional corridors as Slow Streets to create more space for socially distanced walking and biking during the COVID-19 pandemic as follows:

1. 20th Street from San Bruno to Pennsylvania,
2. Arkansas from 23rd to 17th streets,
3. Arlington from Roanoke to Randall,
4. Broderick from O'Farrell to Page,
5. Cabrillo Street from 23rd to 45th avenues,
6. Cayuga from Naglee to Rousseau,
7. Clay from Arguello to Steiner,
8. Duncan from Diamond Heights to Tiffany,
9. Farallones from Orizaba to San Jose,
10. Heart from Ridgewood to Baden,
11. Holly Park Circle,
12. Mariposa from Texas to Mississippi,
13. Minnesota from Mariposa to 22nd Street,
14. Noe from 23rd Street to Duboce,
15. Pacific from Steiner to Gough,
16. Pierce from Hayes to Duboce, and
17. Tompkins from Andover to Peralta (Explanatory documents include a staff report, resolution and map. The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31)

Shannon Hake, Manager, Slow Streets, presented the item. She requested that the Board remove Broderick from O'Farrell to Page be removed and not considered.

Lee Hepner, aide to Supervisor Aaron Peskin, discussed recommendations submitted by Supervisor Peskin.

Chair Borden suggested a joint meeting with the Recreation and Park Commission to discuss JFK Drive in Golden Gate Park.

**PUBLIC COMMENT:**

Members of the public expressing support: Kristen Leckie, Mack Allen, John DeCastro, Jodie Medeiros, Arlie Cassidy, Donovan Lacey, Richard Rothman, Francis Gorman, Harold Findlay, Robin, Martin Munoz, Ken Deutsch, anonymous, Jay Bing, Hayden Miller, and JR Eppler

Members of the public expressing opposition: Patrick Carroll (Duncan), Barry Taranto (various locations), Julia Mullander (Cabrillo), Ross Camp (Duncan), and anonymous (Duncan)

Members of the public expressing neither support nor opposition: John McCormick, Tyler B., Anonymous, Tara Amabile, Evan, Stacy Randecker, Eric Rozell, Roan Kattouw, Jennifer, Herbert Weiner, and anonymous

RESOLUTION 200721-069

On motion to remove Broderick Street from O'Farrell to Page:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

On motion to approve as amended:

ADOPTED: AYES – Borden, Brinkman, Eaken, and Heminger

13. Approving placement by the Peninsula Corridor Joint Powers Board of a resolution on the November 3, 2020 ballot in Santa Clara, San Mateo and San Francisco Counties to authorize the JPB to impose a 0.125% retail transactions and use tax for a period of 30 years, throughout the three counties, to fund operating and capital expenses of the Caltrain rail service, and support the operating and capital needs required to implement the Service Vision. (Explanatory documents include a staff report, and resolution.)

This item was removed from the agenda at the request of staff and was not discussed.

ADJOURN - The meeting was adjourned at 5:49 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer  
Board Secretary

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: [sfgov.org/ethics](http://sfgov.org/ethics).

If you wish to contact the Board regarding an item that is expected to be on a agenda, please email the Board at [MTABoard@sfmta.com](mailto:MTABoard@sfmta.com). Please know that the Board appreciates receiving such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

### KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org).

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at [sfgov.org](http://sfgov.org).