



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 22, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Brown, Mar, Mandelman, Peskin, Ronen, Safai, Walton and Yee (8)

Absent at Roll Call: Commissioners Fewer (entered during Item 2), Haney (entered during Item 2) and Safai (entered during Item 9) (3)

2. Chair's Report - INFORMATION

Chair Peskin reported on the meeting with the California State Transportation Agency (CalSTA) and its Secretary of Transportation David Kim, with thanks to Executive Director Tilly Chang and Transportation Authority staff for organizing the roundtable, as well as SFMTA Acting Director Tom Maguire, Caltrans District 4 Director Tony Tavares, and MTC Deputy Executive Director Alix Bockelman for joining the meeting. Chair Peskin referenced the various topics of the meeting, including partnerships on historical infrastructure like earthquake-damaged freeways and modern-day challenges like Vision Zero and transit core capacity projects. Chair Peskin also spoke of discussion on the city's workplan over topics like new mobility services; effective regulation of streets through permitting and data; and future transit for Treasure Island. He reported that CalSTA was very engaged in the discussion and outlining next steps for collaboration. Chair Peskin also was able to express to the Secretary the city's disappointment over the two Governor-vetoed bills: Assembly Bill 1605 (Lombard paid reservation system) and Senate Bill 127 (Caltrans complete streets requirements). He reported that CalSTA representatives expressed support for continuing to work with the city to find solutions for those issues.

There was no public comment.

3. Executive Director's Report - INFORMATION

Maria Lombardo, Chief Deputy Director, presented the Executive Director's Report.

During public comment, Francisco Da Costa shared frustration that the city's carbon footprint and the socioeconomic issues of various impacted communities was not discussed.

Consent Agenda

4. Approve the Minutes of the October 8, 2019 Meeting - ACTION

5. [Final Approval] Adopt the SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning] - ACTION

6. [Final Approval] Approve San Francisco's Program of Projects for the 2020 Regional



Transportation Improvement Program - ACTION

7. **[Final Approval] Approve of Amendment No. 4 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$640,000, to a Total Amount Not to Exceed \$1,595,000, and Extend the Agreement through June 30, 2021 - ACTION**

During public comment, Aaron Goodman commented on the Muni light rail vehicle switchback policies and congestion that would be caused by the U.S. 101 deck replacement.

Commissioner Walton moved to approve the Consent Agenda, seconded by Commissioner Ronen.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioner Safai (1)

End of Consent Agenda

8. **[Final Approval] Allocate \$24,253,024, with Conditions, and Appropriate \$49,724 in Prop K Sales Tax Funds for 22 Requests - ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Stefani asked for verification that the funds intended for the Lombard paid reservation system would remain available to address the congestion problems faced on Lombard and in the surrounding neighborhood.

Ms. LaForte confirmed that the funding was specifically designated for Commissioner Stefani's district through the Neighborhood Transportation Program.

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioner Safai (1)

9. **Accept the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery - ACTION**

Luis Zurinaga, Consultant to the Transportation Authority, presented the item per the staff memorandum.

Chair Peskin commented that he had received a statement from Transbay Joint Powers Authority (TJPA) President Mohammed Nuru and paraphrasing that statement said that President Nuru appreciated the findings of the Downtown Extension (DTX) expert peer review, agreeing with Chair Peskin on the importance of the project to the region, the megaregion and state. Chair Peskin further emphasized what he



understand as the intent of the Transportation Authority regarding two issues raised in Mr. Nuru's statement: 1) On the strategy and collaborative manner of work that the expert panel recommends, he noted that this will need to be a truly regionalized process to re-position and re-set the project and confirm its business case; saying that we not only need to draw upon the expertise of the stakeholder agencies in funding and major infrastructure project delivery, but most importantly to empower this group to work in a truly integrated way, and not just act as peer reviewers of TJPA staff. He continued to say that this also ensures proper oversight of this major investment, and that as funders of this project, the Transportation Authority will be looking to have TJPA's cooperation on selection of a new Project Director and willingness to work as an integrated project team with us, MTC and the other partners. 2) As pertains to who will design and build Phase 2 and retaining the TJPA Board of Directors as the lead of the Transbay Program, Chair Peskin explained that his understanding of what the Expert Peer Panel recommends is that the Integrated Team will work out the various project development roles, and that the decision of lead agency for construction comes later in the 2-year work program, after we have confirmed a fundable project definition, and conducted analysis of the project delivery method. At that point, the funding picture and institutional landscape for rail in this region may also change, from BART which is on the move for a 2nd crossing with their partners on the standard gauge side, Capitol Corridor - to Caltrain, with which we are having active governance conversations about in this region - to MTC, which is also evolving and recognizes the need for a regional rail development and delivery capacity.

Finally, on the matter of retaining TJPA as the governing entity of this project, Chair Peskin said that the Transportation Authority acknowledges that state law provides for TJPA to oversee the project. He continued by saying that the Expert Panel recommends concurrence by all the Partner Agencies with a stake in the project's major decisions. He added that whether it is full concurrence or a majority or supermajority of the group, will be an important principle to uphold because only by building trust and capacity together, and by holding each other accountable for everyone doing their part, will we get to our goal in a timely way.

Chair Peskin concluded by saying he hoped Mr. Nuru will join the Transportation Authority in lending its full support to this Integrated Team, and providing leadership on this important investment for the region.

During public comment, Peter Straus thanked Transportation Authority staff for meeting with stakeholders after last month's Board meeting. He said that meeting addressed a concern that he and others shared, by clarifying that the expert panel recommendations include moving forward with engineering design of the DTX and spoke of continuing to move forward with the project efficiently.

Roland Lebrun commented that he appreciated the report, suggested quarterly audits by an independent firm, and suggested centralizing meetings at Metropolitan Transportation Commission offices to support the regionalization of the project. He also expressed views about the delivery model.

Gerald Cauthen, cofounder and President of the Bay Area Transportation Working Group (BATWG), said he had sent in a comment letter on October 17 to the Board. He spoke in support of repositioning the project to regionalize it, of the need for project champions, and a concern that the DTX not get further caught up in



deliberations and delayed.

Laura Tolkoff, Regional Planning and Policy Director for SPUR, said SPUR was encouraged by the recommendations in the report and urged moving forward with the proposed work plan without delay. In addition, Ms. Tolkoff offered four additional recommendations drawing from international best practices: 1) the Integrated Project Team should become a Center of Excellence that is available to manage other projects throughout the region or otherwise be housed at MTC; 2) the elevation of the project to a project of regional and national significance should not be a designation in name only, but should come with a suite of tools from the state such as upfront financing, a greater ability for the city to act as a developer to shape growth around the station, and streamlined environmental clearance; 3) the Integrated Project Team should be a nimble organization with full time staff and significant amounts of in-house expertise and the ability to make day to day decisions; and 4) as an early step, develop a decision agenda.

Bob Feinbaum, President of Save Muni, commented that the project team should take account of work already done rather than reinvent the wheel; urged all the parties to the memorandum of understanding to comment to the 2028 date for getting trains to the transit center; and suggested that future contracts hold stipulations for penalties if delivery is not met on time.

Bruce Agid, member of Friends of DTX, Board Member of South Beach Rincon Mission Bay Neighborhood Association, and former Chair of TJPA Citizens Advisory Committee, expressed his support for the recommendations made by the DTX peer review panel to help the project keep moving forward to completion.

Francisco Da Costa commented on the need for unions to be involved in the deliberations, as well as a workshop for citizens to give input.

After public comment, Commissioner Haney thanked Chair Peskin for his leadership and for requesting this report and the Expert Panel for their work. He expressed appreciation for the focus on thinking about how we can regionalizing this project and share responsibility for the project that not only will have tremendous impacts for District 6, but also for the city, the region and the state. He noted that the project will bring over a dozen transit systems coming together, help with congestion relief, reduce emissions, and provide accessibility benefits, all of which require delivering the DTX. Commissioner Haney continued by noting that our regional partners are not going to just help us fund this project, but to deliver it. He reiterated Chair Peskin's prior comments about the necessity of taking the time to develop the right strategy, with all of the project partners and that this isn't slowing the project down, but actually expediting its delivery. Lastly, Commissioner Haney committed to continuing to work with Chair Peskin to ensure that the project not only gets done right, but in a way that appropriately shares responsibility.

Chair Peskin thanked the staff and the expert panel for their recommendations and asked everyone to move forward with the memorandum of agreement.

Commissioner Haney moved to approve the item, seconded by Commissioner Brown.

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (11)



10. Hearing on Traffic Enforcement in support of Vision Zero - INFORMATION

Commissioner Yee thanked the Board for the hearing and stated that the Vision Zero Committee listens to similar items on a regular basis. He reminded the Board that items related to Vision Zero could be added to a future Vision Zero Committee agenda.

Commissioner Haney thanked the Board for the hearing and agreed with Commissioner Yee that a lot of the Vision Zero follow-up and deeper work should happen at the Vision Zero Committee. He said he thought it was important to have a broader conversation around enforcement among the full Board to be able to provide guidance and leadership. He said 2019 was on track to be the deadliest year since Vision Zero was implemented and that the hearing was focused on the enforcement aspect of Vision Zero. Commissioner Haney stated that the city was aware of the dangerous spots but did not have the enforcement to match the need. He asked why there were only 13 red light cameras across the city, how parking enforcement officers were controlling increased congestion, how Focus on the Five enforcement was going and how SFMTA was working with SFPD, whether police enforcement was increasing with the rising number of vehicles on the roads, what were the barriers and what accountability could be implemented.

Chava Kronenberg, Vision Zero Co-Chair and Pedestrian Program Manager at the San Francisco Municipal Transportation Agency (SFMTA), Shawn McCormick, Parking Enforcement Director at the SFMTA, Ricardo Olea, City Traffic Engineer at the SFMTA, and Commander Daniel Perea at the San Francisco Police Department (SFPD), presented the item.

Commissioner Fewer stated that her office received a letter from WalkSF stating that they were concerned about the drop in number of Focus on the Five citations. Quoting the email sent by Jodie Medeiros, Executive Director at WalkSF, Commissioner Fewer asked how it was possible that only 1,500 red light tickets were issued, whereas 5,000 infraction tickets were given annually in 2015 and 2016. In 2016, 13,000 speeding tickets were issued and SFPD was only reporting 2,200 in 6 months of 2019.

Commander Perea said one of the first things he did when he took over his current position was to reach out and meet with advocates from WalkSF and the San Francisco Bicycle Coalition. He said he listened to WalkSF's concerns and tried to understand what they were trying to accomplish. He said the SFPD believed in working in a collaborative fashion, both internally and externally and noted that the citation numbers were lower than what they were previously. In response to WalkSF's email, Commander Perea said the figures identified in the email from 2014 and 2015 compared to the current figures differed due to changes in police policy. He noted that in 2014 and 2015, SFPD did not have body-worn cameras and additional paperwork that was required to be completed for every traffic stop. He also said that the process of completing a traffic stop was longer than it was in 2014 and 2015 because citations were not processed through a smartphone previously and now additional data was required to be entered. The new technology required training and time for officers to get acclimated.

Commissioner Fewer asked how many traffic stops an officer conducted and citations an officer handed out on average during a 10-hour shift.



Commander Perea said it was difficult to put a number on that, due to the evolving and ever-changing tour of duty that every officer face's in the city.

Commissioner Fewer asked if a police officer in the traffic unit only issued 3 citations in one week, would it be considered a low amount.

Commander Perea said it would depend on what the officer's assignment was that particular week and noted that officers at the traffic company were tasked with multiple duties on a daily basis.

Commissioner Fewer referred to the presentation and asked if it was that the total number of citywide citations was 21,931 from January to June 30, 2019.

Commander Perea replied in the affirmative.

Commissioner Fewer asked if that figure included both the traffic unit and other units at district stations.

Commander Perea stated that it was a department-wide figure.

Commissioner Fewer said the city was not meeting its Vision Zero goals and that enforcement was a huge part of changing the behavior of drivers. She said she would like the traffic unit to be doubled because she thought enforcement was important in the city. She asked how much time was spent on actual traffic enforcement, and what could be expected around Vision Zero and Focus on the Five goals if the city were to double the number of solo motorcyclists.

Commissioner Haney thanked Commander Perea for his presentation and Commissioner Fewer for her questions and comments. He stated that the decrease in Focus on the Five related traffic citations in 2018, and likely in 2019, compared to 2015 and 2016 was drastic. He also highlighted the estimated 170,000 additional trips from Transportation Network Companies (TNCs) on city streets and said the increased traffic was making his constituents feel like the traffic safety situation was worse, yet monthly citations had decreased. He asked if SFPD had a monthly goal for citations.

Commander Perea said there was not a specific goal number-wise for citations, but said the SFPD's Vision Zero traffic enforcement goal was to ensure that 50% of enforcement was for Focus on the Five violations. He added that data had shown that Focus on the Five violations were the most common collision factor in serious injuries and fatal collisions. In terms of enforcement and impact that Commissioner Fewer mentioned, Commander Perea stated that although it was hard to quantify, making traffic stops and doing enforcement operations were known to be a successful deterrent. He noted that all SFPD district stations were involved in enforcement operations for speed, red-light, stop signs and pedestrian safety and the traffic unit was also working with SFPD's Public Information Office to get the word out through social media.

Commissioner Haney said he was concerned that although there was a goal of 50% of all citations coming from Focus on the Five violations, the raw numbers had decreased by more than half in the total number of citations from previous years. He said he recognized that citations were not the only indicator and asked if something had changed between 2016 and 2018 that was the cause of the city having half as many citations. Commissioner Haney stated that the Board would work with the SFPD to address any issues that could help reverse the decline in citations. He asked why the



Tenderloin had the lowest number of Focus on the Five citations despite every street in the neighborhood being part of the high-injury corridor, and how SFPD was addressing enforcement.

Commander Perea stated that the SFPD recognized that anyone not in a vehicle in the Tenderloin was more vulnerable in collisions and said it was important that all traffic companies be familiar with the high-injury locations, and have maps of those areas posted in each station. He said public safety was paramount, and the police department's collaborative spirit was going to move the numbers forward.

Commissioner Stefani seconded Commissioner Fewer's comments regarding doubling enforcement and asked what the SFPD needed from the Board to be able to shorten the time it takes officers to issue citations.

Commander Perea reiterated that that the majority of police officers that issue citations were doing so on smartphones and then using wireless printers to issue the citations. He said that sometimes there were internet connectivity issues that slowed the process down. He added that another issue was that beat officers did not have the capability to use smartphones and relied on written citations which limited their resources to efficiently record data that was required to be collected.

Chair Peskin requested traffic enforcement along The Embarcadero and said any resources directed at The Embarcadero, particularly given the tragic death of a pedicab driver, would be greatly appreciated.

Chair Peskin asked how many citations were typically issued as a result of violations captured on traffic cameras mounted on buses.

Mr. McCormick said he could not provide an exact number on the stop and noted that there were only two staff members doing that work. He estimated that the cameras captured around 30 to 40 violations a day.

Chair Peskin asked if Mr. McCormick had any data regarding citations issued to TNCs.

Mr. McCormick said the range of TNC citations was probably around 40% - 50%.

Chair Peskin asked Mr. McCormick if he could send an e-mail breaking down the percentage of TNC citations versus non-TNC citations by time of day to the Board and TNC staff who are conducting research to understand how much TNCs contribute to congestion.

Commissioner Brown thanked Mr. McCormick and parking enforcement officers for issuing 156 tickets along Octavia Boulevard for vehicles blocking pedestrian crosswalks. She noted that she had asked the Transportation Authority to conduct a traffic study in the area because the last traffic study was done before the proliferation of TNCs. She asked if the enforcement officers tried to give tickets to vehicles in the bike lane on Page Street.

Mr. McCormick stated that only SFPD could issue citations for somebody driving in the bike lane and the vehicle would have to be stopped in order to get ticketed by an enforcement officer.

Commissioner Brown said her office was looking to redesign that area and not allow cars to get onto Octavia Boulevard through Haight Street. She asked if the enforcement officers issued citations to vehicles idling in the red bus lanes on Haight



Street.

Mr. McCormick stated that those violations were moving violations and would have to be issued by SFPD.

Commissioner Brown said she would like to see resources diverted from enforcement officers issuing expired meter tickets to officers citing vehicles blocking pedestrian crosswalks and bike lanes.

Commissioner Haney asked if the 5th and Post streets intersection deployment was every weekday and about the hours of operation.

Mr. McCormick said the intersection deployment was every afternoon, Monday through Friday, and was in operation until congestion concluded.

Commissioner Haney asked if the parking enforcement division had the capacity to cover additional intersections during commute hours.

Mr. McCormick said enforcement officers moved to other locations when there was no longer any congestion in the intersection they were working. He said the goal was to first help transit get into the Transbay Center.

Commissioner Haney said in terms of being responsive, if somebody reported a vehicle parked in a bike lane, how would that be dealt with. He said he receives these types of complaints from his constituents and wanted to know if there was a reactive element.

Mr. McCormick said that outside of delivery trucks, vehicles stopped in a bike lane were short-lived events. He noted that reports of cars double-parked and blocking bike lanes were collected and used when strategizing where to deploy officers.

Commissioner Haney asked if there was an immediate response to reports of delivery trucks blocking lanes.

Mr. McCormick responded that the deployment was not immediate, but officers were trained to look for those violations. He said the challenge was that some delivery companies accepted the citations as the cost of doing business and it did not change their behavior.

Commissioner Ronen said she was checking on the ongoing work on Valencia Street and stated that the overall plan to make Valencia Street safe for cyclists was never put into effect. She noted that cyclists felt safer riding along the bus lanes on Mission street than on the bike lanes on Valencia Street. She asked if the traffic enforcement division was continuing to increase enforcement of TNCs blocking bike lanes on Valencia street and how the enforcement was going.

Mr. McCormick said officers were assigned to Valencia Street primarily on the weekends when there was increased activity occurring, but said vehicles were still driving around and into the protected bike lanes. To combat that issue, officers were issuing citations.

Commissioner Ronen asked if the increased enforcement along Valencia Street, that was started a year and a half ago, was still ongoing.

Mr. McCormick replied in the affirmative.

Commissioner Ronen asked if a pre and post comparison had been conducted to see



if the enforcement was impacting behavior.

Mr. McCormick said a study had not been conducted and would require capturing violations missed as well violations captured.

Commissioner Ronen asked if blocking a protected bike lane carried a higher fine than blocking an unprotected bike lane.

Mr. McCormick said under the vehicle code the cost of the fine was the same.

Commissioner Ronen said the cost of the fine should be higher for blocking a protected bike lane to put a stop to that behavior. She asked if SFMTA could work with her office on that.

Commissioner Stefani asked if SFMTA had been asked to inform TNC drivers about the city's Vision Zero efforts and increased enforcement.

Mr. McCormick said from an enforcement side directly, SFMTA had been in contact with liaisons from both Uber and Lyft and said they were somewhat concerned.

Ms. Kronenberg said she was not the SFMTA staff member who could best respond to the question but would follow up with Commissioner Stefani's office. She noted that the SFMTA had worked with SFBC and a TNC to create safety videos. She said the SFMTA encouraged TNCs to share the videos with their drivers.

Commissioner Stefani requested more information considering the doubling of vehicles on city streets due to TNCs. She said the city was failing if it was not proactively reaching out to TNCs and demanding a response around educating their drivers.

Ms. Kronenberg said the SFMTA would get back to her on the work they had done.

During public comment Francisco Da Costa stated that Van Ness Avenue had caused a lot of congestion and traffic issues that overflowed into other areas of the city. He asked the Board to hold contractors accountable and protect the city's children and seniors.

Richard Rothman, member of the Park, Recreation and Open Space Advisory Committee, said his goal was to make Fulton Street safer. He echoed the Board's request for additional motorcycle officers.

Brian Haagsman, Outreach Coordinator at WalkSF, stated that WalkSF was concerned about the drastic drop in Focus on the Five traffic citations. On behalf of WalkSF he asked the Board to investigate why the number of citations had declined and what was shifting SFPD's traffic priorities. He said WalkSF was encouraged by Mayor Breed's announcement to double the dedicated traffic officers.

Aaron Goodman said District 11 had worked with Commissioner Yee trying to implement safety precautions at transit platforms in the outer districts and had suggested ideas for striping and painting areas between the curb and platform. He said further steps needed to be taken along Excelsior and Bayshore Boulevard to protect pedestrians, seniors, and wheelchair users in crosswalks. He added that there needed to be a focus on reducing speeds in high-injury areas to decrease the number of fatalities to zero.

Roland Lebrun stated that he was almost struck twice while walking in San Francisco



and said the ultimate path to vision zero required redesigning the city by not having pedestrians operating in the same sphere as vehicles.

After public comment Commissioner Haney acknowledged that the SFMTA and SFPD had a difficult job and appreciated the work being done around enforcement. He said the Board would be following up and continuing to partner with both agencies.

11. Update on the Geneva/San Jose Intersection Study - INFORMATION

Tony Henderson, Transportation Engineer for Sustainable Streets Division at the SFMTA, presented the item.

Commissioner Safai said he fully supported the study and noted the importance of protecting transit riders and making them feel safe when making transit connections in this area. He said the SFMTA needed to work out the details with the fire department, to understand better whether or not all of the proposed changes can be made. He agreed with the study's recommendation to shift the Muni stop closer to Niagara Avenue to allow for an easier flow to transfer between Muni and BART. He said he appreciated the work of SFMTA on this study and he would work closely with staff to ensure there was a positive outcome for the community.

During public comment, Aaron Goodman, former Chair of the Balboa Park Station Area Citizens Advisory Committee, said the area around the Geneva and San Jose intersection serviced thousands of people and most likely more in the future. He said a future T line on Geneva needed to be considered through a future study to look at this area as a large-scale intermodal hub. He said he was hoping Districts 7, 10 and 11 could push forward the need to study the area more in depth and said there were solutions to link the platforms and trains together.

12. Potential Regional Transportation Measure Update - INFORMATION

Michelle Beaulieu, Senior Transportation Planner, Thea Selby, Board Member for the San Francisco Transit Riders, and Stuart Cohen, FASTER Steering Committee Member, presented the item.

Commissioner Fewer asked if the potential measure would create access for west side residents with underground transit infrastructure, noting that many in her district have insufficient access to downtown or elsewhere in the City. She expressed concern over residents paying the tax rather than big businesses, as the tax is a big burden to low-income persons. She stated that she would prefer a different revenue mechanism than a one-cent sales tax. She noted the huge wealth gap in San Francisco and that some of what is driving this is the Silicon Valley employers needing to get people to/from San Francisco. Commissioner Fewer continued by saying she understood the need to jump start transit, but the proposals sounded like a big burden on people just trying to make it. She also hoped that the proposing organizations were in discussions with the California Public Utilities Commission to give municipalities jurisdiction over Transportation Network Companies or TNCs like Uber and Lyft.

Ms. Selby answered that she also felt it was important to look not only at the center but at the perimeter of San Francisco, reducing the numbers of vehicles on the road to increase safety and emissions goals; and that her group, Voices for Public Transportation had no interest in a sales tax being the primary revenue source.

Commissioner Fewer said she had met with two companies saying that they were



applying for licenses for electric autonomous vehicles for TNCs, and noted that electrifying TNCs did not make everything okay since San Francisco has invested so much money in transit, bike, and pedestrian infrastructure. She reiterated her comments about the wealth gap, noted that big business had already received tax breaks, and spoke in support of employer based programs to encouraging sustainable travel. She also spoke of how the sales tax would be a hard sell for her neighborhood without increased infrastructure like underground rail, given the existing capacity concerns on Geary.

Commissioner Walton commented that he shared some of Commissioner Fewer's concerns about a proposed regional sales tax. He noted that Caltrain would need to be a beneficiary of the tax, or of a dedicated Caltrain sales tax, because Caltrain currently has no dedicated funding source. He stated that he has major concerns about the Caltrain's governance structure, specifically about the lack of separate governance between Samtrans and Caltrain. He said that he would draft a resolution requiring that Caltrain separate from SamTrans governance in order to receive any regional funding from any measure authorized by the state. He expressed three points in support of this proposal: 1) Samtrans acts as a host for Caltrain, but Caltrain should be its own separate entity, with the Peninsula Joint Powers Board (PCJPB) at the helm; 2) the PCJPB represents the three counties of San Francisco, San Mateo, and Santa Clara; and there is no regional accountability with only one county leading; and 3) the law firm representing Samtrans is the same law firm representing Caltrain, citing this as a major conflict within the governance structure of both agencies. Commissioner Walton reported that Caltrain leadership blocked his requests from getting the matter onto the PCJPB Board agenda.

Chair Peskin agreed with Commission Walton's comments and said as the Board had heard during discussions related to the Downtown Extension (DTX) under a prior agenda item, regionalization of a project has to be meaningful to be effective and there is no better leveraging than when there is money on the table. He continued by noting that his comments are in the same spirit as similar comments made about the DTX, and are intended to help this incredible regional resource reach its full potential.

During public comment, Richard Rothman opposed the sales tax proposal and spoke of Muni reform and development of a progressive sales tax.

Roland Lebrun thanked Chair Peskin and Commissioner Walton for their position on Caltrain governance.

Aaron Goodman commented on solutions for the west side of San Francisco and supported the FASTER group's proposal.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 12:55 p.m.