



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, November 28, 2018

### 1. Committee Meeting Call to Order

Peter Tannen called the meeting to order at 6:00 p.m.

CAC members present: Kian Alavi, Robert Gower, David Klein, Jerry Levine, Peter Tannen and Rachel Zack (6)

CAC Members Absent: Myla Ablog (entered during the Consent Agenda), John Larson, Peter Sachs, Chris Waddling (4)

Transportation Authority staff members present were Joe Castiglione, Colin Dentel-Post, Cynthia Fong, Rachel Hiatt, Jeff Hobson, Anna LaForte, Alberto Quintanilla, Oscar Quintanilla, Steve Rehn, and Bhargav Sana.

Kian Alavi nominated Peter Tannen to serve as Chair Pro Tem. There were no further nominations.

**Chair Tannen called Item 2 after Item 12.**

### 2. Chair's Report – INFORMATION

Chair Tannen welcomed Jerry Levine, District 2 representative, to the CAC and asked him to make introductory remarks. Chair Tannen reported that the Bay Area Rapid Transit District (BART) would be celebrating the opening of the Balboa Park Station Eastside Connections project and noted that the Transportation Authority had contributed over \$4.6 million in Prop K and Lifeline Transportation Program funds. The project includes a new Muni platform and accessible walkway that makes it easy to connect between Muni and BART, as well as Ocean Avenue and Geneva Avenue. He said the ribbon cutting was scheduled to begin at 11:00 a.m. on November 30<sup>th</sup> on the northeast end of the station.

Chair Tannen provided an update on the Salesforce Transit Center girder fissures and reported that small metal samples were undergoing testing in an independent test lab with oversight provided by the Metropolitan Transportation Committee's (MTC) Peer Review Panel. He said the Peer Review Panel may have the Failure Analysis Report as soon as this week and that the report could possibly help determine the cause of the failure.

Chair Tannen provided an update on the effort to name the Presidio Parkway after Michael Painter and reported that a wayside panel would be installed to honor Michael Painter's role in creating the Presidio Parkway.

There was no public comment.

**Chair Tannen called Item 3 before Item 2.**

### 3. Nominations for 2019 Citizens Advisory Committee Chair and Vice Chair – INFORMATION

David Klein moved to continue the item, seconded by Kian Alavi.

The item was continued without objection by the following vote:

Ayes: CAC Members Alavi, Gower, Klein, Levine, Tannen and Zack (6)

Absent: CAC Members Ablog, Larson, Sachs and Waddling (4)

Kian Alavi moved to rescind the vote to continue Item 3, seconded by David Klein.

The motion was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Klein, Levine, Tannen and Zack (6)

Absent: CAC Members Ablog, Larson, Sachs and Waddling (4)

Alberto Quintanilla, Clerk of the Authority, said that John Larson wished to nominate himself in absentia for CAC Chair. There were no further nominations for Chair.

David Klein nominated himself for CAC Vice-Chair and Kian Alavi nominated Peter Tannen for Vice-Chair. There were no further nominations for Vice-Chair.

There was no public comment.

**Chair Tannen called the Consent Agenda before Item 2.**

### **Consent Agenda**

- 4. Approve the Minutes of the October 24, 2018 Meeting – ACTION**
- 5. Approve the 2019 Meeting Schedule for the Citizens Advisory Committee – ACTION**
- 6. Citizens Advisory Committee Appointment – INFORMATION**
- 7. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**
- 8. Update on the Independent Analysis and Oversight Services with Sjoberg Evashenk Consulting, Inc – INFORMATION**
- 9. Regional Measure 3 Implementation Update - INFORMATION**

There was no public comment on the Consent Agenda.

Kian Alavi moved to approve the Consent Agenda, seconded by David Klein.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Levine, Tannen and Zack (7)

Absent: CAC Members Larson, Sachs and Waddling (3)

### **End of Consent Agenda**

**Chair Tannen called Items 10 and 11 after Item 12.**

- 10. Adopt a Motion of Support for the Allocation of \$25,847,913 in Prop K Sales Tax Funds for Eight Requests – ACTION**

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

Robert Gower asked in reference to the Alemany Boulevard Pavement Renovation project if Prop K fund were usually requested for routine pavement renovations.

Mr. Quintanilla said the Alemany corridor was being repaved because of poor road conditions and was not considered a routine maintenance project.

David Klein asked for further information about the Presidio Bus Lifts project and asked if the project was trying to address any particular security issues at the San Francisco Municipal Transportation Agency's (SFMTA's) Presidio Maintenance Facility.

Tess Kavanagh, Project Manager at SFMTA, said the project would improve worker safety at the facility by replacing six existing vehicle lifts that had reached the end of their useful lives, and replace in kind the existing security doors and gates along Presidio Boulevard to prevent people walking by from being able to enter the maintenance area. She said the project would also remove and replace existing overhead roll up garage doors in the facility that were at the end of their useful lives and no longer functional.

Chair Tannen asked for more information about the SFMTA's efforts to accelerate particular portions of the Central Subway project as a means to reduce the overall schedule delays.

Albert Hoe, Acting Director of Central Subway Project, said that the Chinatown and Union Square stations were on a parallel critical path, so efforts were being made to accelerate areas of the project that were not impacted by delays at the stations to try to mitigate the impact of delays.

Chair Tannen asked in reference to the 16<sup>th</sup> Street Transit Enhancements project if the route that will no longer be served by the 22 Fillmore bus route will have alternative service. He also asked if 16<sup>th</sup> Street warranted dedicated transit lanes.

Parand Maleki, Project Manager at the SFMTA, said a description of the route had not yet been finalized, but the SFMTA was working on a new route to serve communities in the Dogpatch and Potrero Hill. She said a survey was sent to neighborhoods affected by the route change and that the results would be used to help finalize the new route. She added that dedicated transit lanes were a necessity for 16<sup>th</sup> Street and said it was one of the most congested and accident-prone routes in the city.

Chair Tannen asked why the Battery and Samson Bicycle Connections project extended south of Broadway and didn't connect to other parts of the city's bicycle network.

Casey Hildreth, Project Manager at the SFMTA, said Davis Street had been identified for additional improvements connecting to Battery and Sansome Streets via Vallejo Street and that all mentioned streets were wide enough to add a category 2 bike lane. He said the Davis Street connection would link to Drumm Street and connect to South of Market. He said the SFMTA's long-term goal was to create a new north to south bikeway.

Chair Tannen asked what the deciding factors would be when determining whether or not the Great Highway terminus narrowing portion of the roadway would be built using city roadway standards.

David Froelich, Project Manager at Public Works, said the decision would be based on an agreement between Public Works, which maintains the highway, and the Recreation and Park Department which has jurisdiction over the facility. He said it would also require a discussion of cost to determine how the road would be built.

Chair Tannen asked if the cost was solely construction or if it also would include maintenance.

Mr. Froelich said Public Works currently maintained the road and, in the future, if the Great Highway closed the cost would fall onto the Recreation and Park Department. He said all future costs would need to be agreed upon by both agencies.

There was no public comment.

Rachel Zack moved to approve the item, seconded by Robert Gower.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Levine, Tannen and Zack (7)

Absent: CAC Members Larson, Sachs and Waddling (3)

**11. Adopt a Motion of Support to Adopt the District 10 Mobility Study [NTIP Planning] Final Report – ACTION**

Rachel Hiatt, Principal Planner, presented the item per the staff memorandum.

During public comment Edward Mason asked if Transportation Network Companies (TNCs) could participate in a carshare program.

Mari Hunter, Transit Planner at the SFMTA, said the carshare program was exclusively for permitted vehicles that were 100% shareable which was not the case for TNC vehicles.

Kian Alavi moved to approve the item, seconded by Jerry Levine.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Levine, Tannen and Zack (7)

Absent: CAC Members Larson, Sachs and Waddling (3)

**Chair Tannen called Item 12 before Items 10 and 11.**

**12. Update on the Effects of Transportation Network Companies (TNCs) on Roadway Congestion and Reliability – INFORMATION**

Joe Castiglione, Deputy Director for Technology, Data and Analysis, presented the item.

Kian Alavi requested an update on the efforts to have TNCs share their data with the Transportation Authority and asked if data from TNCs was used in the report or if the analysis was based on data collected by the Transportation Authority.

Mr. Castiglione said that the data used in the report was not directly provided by TNCs, however it was provided by TNCs to the California Public Utilities Commission (CPUC) and then gathered and shared with Transportation Authority staff by computer scientists at Northeastern University. He said the computer scientists collected the data using the TNCs Application Program Interfaces (APIs) from November to December 2016. He mentioned that the CPUC did not share TNC data with public agencies which led the Transportation Authority to use atypical ways to collect TNC data. Mr. Castiglione said there had been an increased desire from the TNCs to collaborate with public agencies and highlighted pilot programs in Hayes Valley and Valencia Street as examples.

Jerry Levine asked if the Metropolitan Transportation Commission (MTC) had investigated the effects of TNCs across the region.

Mr. Castiglione said MTC did not currently have data on TNCs but mentioned that the Transportation Authority and MTC had a funding agreement that allowed the Transportation Authority to go out in the field and collect travel diary data from roughly 4,000 persons while oversampling TNC riders. He said that this survey data would provide information on who is using TNCs and why they use TNCs which was not available in the third-party data used in the TNCs and Congestion report. He said that a TNCs riders report would likely be available in the coming months.

Rachel Zack asked if the Transportation Authority reports on TNCs would be making any links to climate change and greenhouse emissions or if that was in the purview of MTC.

Mr. Castiglione said that the report did not look into climate change or greenhouse emissions and

that neither was in the current scope of work. He said those were issues that could be studied in future reports. He said that he was unaware of what work MTC was doing around those two issues.

Robert Gower asked how data for future reports would be obtained since the data collected for the most recent report was gathered through a third-party.

Mr. Castiglione said that the same data used to draft the TNCs and Congestion report, combined with detailed Automated Passenger Counter (APC) data from the SFMTA would be used to draft the TNCs and Transit Ridership study which is next in this series of studies. He noted that the APC data provided detailed transit ridership information at the stop level and was used to analyze the changes between 2010 and 2016 including potential effects of TNC. He also noted the importance of continuing to advocate for the CPUC to provide updated TNC data sets, given the continued growth trajectory of TNCs and the fact that the third-party data collected by the Transportation Authority from 2016 would soon grow stale.

David Klein asked if anything had changed with the TNCs, in terms of their willingness to work with public agencies, since the release of the TNCs and Congestion report.

Mr. Castiglione said that the report had not changed anything but reiterated the recent collaboration efforts by TNCs as a positive start. He noted that the Transportation Authority would continue to ask hard questions related to TNCs and congestion.

There was no public comment.

**Chair Tannen called Items 13 and 14 together.**

**13. Update on Cordon Pricing and Incentive-Based Congestion Management Strategies – INFORMATION**

**14. Adopt a Motion of Support to Direct Staff to Advance the Proposed Scope of Work and Seek Additional Funding for a Congestion Pricing Study Update – Action**

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

Jerry Levine asked what constituted a vehicle within the potential congestion pricing zones and asked if motorcycles, electric scooters and TNCs would be subject to the charge. He asked if there would be additional charges to TNCs each time they enter a congestion pricing zone.

Mr. Dentel-Post said that motorized vehicles would be charged, and bikes and scooters would not likely be charged. He noted that TNCs were not a factor when the 2010 congestion pricing study was conducted and that the topic would need further studying, especially when looking at the \$6 cap for daily trips proposed in 2010. He said he would have to look at how motorcycles were handled in the last proposal.

Myla Ablog expressed concerns regarding equity and highlighted the Laguna corridor as an area that has a high population of public and senior living housing and would be affected by congestion pricing.

Mr. Dentel-Post thanked Ms. Ablog and said that type of feedback was needed and part of the reason for outreach to gather feedback about the previously proposed zone boundaries. He mentioned that the 2010 study made accommodations for seniors, disabled and low-income residents who lived along the affected corridors.

Rachel Zack asked if the study had received the Mayor's support.

Mr. Dentel-Post said that the Mayor had not yet taken a public position on congestion pricing.

Ms. Zack asked if different types of technology were being looked at as potential ways to calculate

how much to charge vehicles and if vehicles would be charged only when crossing a cordon or by the mile within it.

Mr. Dentel-Post said the study would look at various types of technologies but noted that one advantage of a cordon was that it only required installation of technology such as license plate readers at the edges of the zone rather than within it.

David Klein asked if real estate values were a concern that home-owners and business owners had expressed.

Mr. Dentel-Post said he did not think residential real estate came up as a significant issue during the 2010 study but mentioned that commercial real estate value is an issue related to other business effects, such as employment and retail indicators.

There was no public comment.

David Klein moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Klein, Levine, Tannen and Zack (6)

Absent: CAC Members Gower, Larson, Sachs and Waddling (4)

**15. Adopt a Motion of Support for Approval of San Francisco's State Transit Assistance County Block Grant Framework for Fiscal Years 2018/19 and 2019/20 – ACTION**

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

David Klein asked for clarification on the framework.

Ms. LaForte replied that the proposed framework for the new STA County Block Grant program was to designate 40% of the funds for SFMTA's paratransit program and 60% for the new San Francisco Lifeline Transportation Program (LTP) Cycle 1. She continued that the prioritization criteria for the San Francisco LTP Cycle 1 as part of the framework. She noted that the SF LTP was a new grant program and that it was common practice for the Transportation Authority to bring prioritization criteria to the CAC and Board for approval, prior to releasing a call for projects, to confirm how staff would evaluate and prioritize projects applications.

David Klein asked if TNCs could receive an LTP grant if they demonstrated that they could provide a lower cost service than a transit operator, citing paratransit service as an example.

Ms. LaForte explained that per state guidelines, the funds had to be allocated to a transit operator, however the project could be implemented by a third party. Ms. LaForte noted the project applications would need to outline the implementation strategy so it would be clear if an agency other than the transit operator was going to be involved and the agency's capacity to deliver the project. She said that staff would present its recommendation to the CAC and Board and would be sure to transparent about which agency would be implementing the project.

Jerry Levine asked about the date the funds would be available.

Ms. LaForte replied that Fiscal Year 2018/19 funds were available now and that Fiscal Year 2019/20 funds would be subject to appropriation in the state budget.

Jerry Levine asked what San Francisco's \$7.6 million share was based on.

Ms. LaForte responded that it was based on the San Francisco share under the former regional programs. She noted that San Francisco's paratransit share was based on its share of the region's

paratransit dependent population and that the Lifeline share was based on its share of the region's low-income population.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Klein, Levine, Tannen and Zack (6)

Absent: CAC Members Gower, Larson, Sachs and Waddling (4)

**16. Adopt a Motion of Support for Approval of the Revised Debt and Investment Policies – ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

David Klein asked for a definition of social responsibility in the investment policy.

Ms. Fong referenced page 198 in the CAC packet that listed the Investment policy's social responsibility goals when investing in corporate securities and depository institutions. She also gave an example of how the Transportation Authority would use social responsibility when selecting a financial lender.

David Klein asked if the Transportation Authority would work with institutions like Wells Fargo, which have defrauded customers but are also highly invested in the city.

Ms. Fong said the city attempted to work with Wells Fargo to help correct some of their negative actions, but Wells Fargo was non-responsive to the city's request.

Kian Alavi asked how much money the Transportation Authority had sitting in banks at any given time.

Ms. Fong said she was currently working on transferring \$30 million from the City treasury pool to the Transportation Authority's operating bank account in order to make the final payment on the agency's revolving credit loan which we were planning to make on December 5, 2018. She said after that payment the Transportation Authority would have approximately \$25 million in its bank account with the City's treasury pool, plus approximately \$4 million. She added that the Prop AA vehicle registration fee fund had around \$10 million and the Transportation Fund for Clean Air fund had approximately \$1.5 million. She also mentioned that each account sits with a different bank for control purposes.

Kian Alavi said he was in favor of strict policies around investment.

Myla Ablog congratulated Transportation Authority staff for their bond rating and for implementing social responsibility within the investment policy.

Ms. Fong said that the agency's research around social responsibility showed that other counties did not have a social responsibility criterion in their investment policy.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Klein, Levine, Tannen and Zack (6)

Absent: CAC Members Gower, Larson, Sachs and Waddling (4)

**17. Introduction of New Business – INFORMATION**

Kian Alavi asked for an update from the SFMTA regarding bike safety on Valencia Street and an update on status of requests made to the CPUC for sharing TNC data.

Rachel Zack seconded Kian Alavi's request for an update on the CPUC sharing TNC data.

There was no public comment.

**18. Public Comment**

During public comment Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations

Rachel Zack asked for an update on the steps SFMTA was taking to capture the financial impact of commuter buses riding on weight restricted streets, given Mr. Mason's monthly commuter shuttle bus updated.

Mr. Mason said parking control officers did not have the authority to cite commuter buses for idling on weight restricted streets and that the San Francisco Police Department would have to issue the citations for moving violations.

Jackie Sachs suggested that the proposed 2019 CAC and Transportation Authority meetings calendar reschedule the October 8, 2019 Board meeting in observance of a Jewish holiday.

Myla Ablog voiced concern about the potential for TNCs providing paratransit service and mentioned the difficulties of individuals with disabilities being asked by TNCs to cross busy streets to access service.

**19. Adjournment**

The meeting was adjourned at 8:01 p.m.