



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, April 24, 2019

### 1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Kian Alavi, Becky Hogue, John Larson, Jerry Levine, Peter Tannen and Sophia Tupuola (6)

CAC Members Absent: Myla Ablog, Robert Gower (entered during Item 2), Rachel Zack (entered during Item 2), Ranyee Chiang (entered during Item 8) and David Klein (entered during Item 8) (5)

Transportation Authority staff members present were Michelle Beaulieu, Cynthia Fong, Anna LaForte, Maria Lombardo and Alberto Quintanilla.

### 2. Chair's Report – INFORMATION

Chair Larson announced that CAC member, Rachel Zack, would be teleconferencing into the CAC meeting. He reported that Transportation Authority staff were proud to announce a completely revised website. The new website went live April 18 and was designed to better highlight the agency's planning, funding and delivery efforts in every neighborhood and citywide. He said the public could let staff know what they thought of the relaunch by clicking on the feedback link on the homepage above the Transportation Authority logo.

Chair Larson said Item 6 in the agenda was an update on the San Francisco Municipal Transportation Agency (SFMTA) transit report that was presented to the SFMTA Board at their April 16 Meeting. He said the Board of Supervisors Government Audit and Oversight Committee had yet to request a follow up hearing regarding Muni's transit performance initiatives, but staff would keep sharing updates with the CAC as the SFMTA Board received updates.

Chair Larson reported that the California Public Utilities Commission (CPUC) had agreed to attend the July 24 CAC meeting and would provide a presentation on how Senate Bill (SB) 1376 was being implemented. He said SB 1376 was a regulation to levy a per-trip surcharge on Transportation Network Companies (TNCs) to fund a wheelchair ride-hail program in San Francisco.

During public comment Edward Mason asked what subway delays of 24,000 minutes represented in the Muni performance update slide deck.

Chair Larson asked that SFMTA staff provide a response during Item 10 on the agenda.

### Consent Agenda

3. Approve the Minutes of the March 27, 2019 Meeting – ACTION
4. State and Federal Legislation Update – ACTION

5. **Major Capital Project Update - Better Market Street – INFORMATION**
6. **San Francisco Municipal Transportation Agency’s Muni Transportation Performance Update – INFORMATION**
7. **Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – INFORMATION**

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Alavi, Gower, Hogue, Larson, Levine, Tannen, Tupuola and Zack (8)

Absent: CAC Member Ablog, Chiang and Klein (3)

### **End of Consent Agenda**

8. **Adopt a Motion of Support to Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**

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

Chair Larson asked for an overview of the Neighborhood Transportation Improvement Program (NTIP) for new CAC members.

Ms. LaForte said NTIP was created in 2014 based on recommendations from the San Francisco Transportation Plan [equity analysis]. Through the 2014 Prop K 5-year prioritization program (5YPP) update, she said the Transportation Authority programmed \$100,000 in planning funds and \$600,000 in capital funds for each supervisorial district to use over a five-year period. She explained that each Commissioner used planning funds to establish pipelines to create project recommendations and uses the capital funds to advance projects to design and implementation, ideally leveraging other funds.

Chair Larson added that Commissioners used different mechanisms to garner community engagement on NTIP projects.

Peter Tannen asked for clarification about the Bicycle Circulation and Safety 5YPP amendment to reprogram \$25,000 not needed for the planning phase of the Embarcadero at Pier 39/Fisherman’s Wharf Project to the Howard Street project, specifically asking why the funds weren’t needed.

Ms. LaForte replied that the funds programmed for the planning phase were higher than the estimated cost when the SFMTA made the allocation request.

Peter Tannen referred to Attachment 1 of the item and asked why actual leveraging was often lower than the expected leveraging by Expenditure Plan line. He asked if actual leveraging was lower because information was shown by project phase or if non Prop K funds were less than anticipated.

Ms. LaForte said the voter approved expenditure plan made assumptions about the amounts of non-Prop K funds that would be leveraged by Prop K over the life of the Expenditure Plan. She noted that as a program Prop K was leveraging \$4-\$7 in non-Prop K funds for every Prop K dollar spent as intended in the Expenditure Plan though individual requests, particularly for earlier project phases like planning, often were lower than Expenditure Plan assumptions.

There was no public comment.

Becky Hogue moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

9. **Adopt a Motion of Support Authorizing the Executive Director to Execute Agreements and Documents Required for the Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority – ACTION**

Dale Dennis, Consultant, presented the item per the staff memorandum.

Chair Larson asked if it was more efficient to have the Transportation Authority make the purchase of the property to keep the construction schedule moving forward.

Mr. Dennis replied in the affirmative.

Jerry Levine said he had reviewed the construction schedule and noted that completion was 16 months away. He asked if the construction schedule was overly optimistic.

Mr. Dennis said the construction schedule was developed by the construction manager and noted that the working day schedule could possibly be affected by weather related delays in the winter, adding that rain days were not currently reflected in the schedule.

Jerry Levine asked if there were any infrastructure issues, particular of the underground variety, that could be problematic.

Mr. Dennis said Caltrans has been working in the area over the last ten years as part of the San Francisco Oakland Bay Bridge project and that the Transportation Authority had overseen the construction of the ramps in the same location, so both entities were pretty familiar with the area.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Chiang Gower, Hogue, Klein, Larson, Levine, Tannen, Tupuola and Zack (10)

Absent: CAC Member Ablog (1)

10. **San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement Update – INFORMATION**

Julie Kirshbaum, Julie Kirshbaum, Acting Director of Transit at San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Kian Alavi asked if SFMTA's decision to no longer couple vehicles was permanent.

Ms. Kirshbaum said the decision to use the Siemens light rail vehicles (LRVs) only in single-car trains was temporary and resulted from an abundance of caution. She anticipated trains would be

coupled again within a couple weeks or months depending on the root cause and the identified fix.

Ranyee Chiang said it was reassuring to hear about SFMTA's response to issues discovered on the Siemens LRVs and asked if new trains would be carefully phased into service, such as by ordering in smaller batches to allow for more testing.

Ms. Kirshbaum said all design changes would be incorporated into the Phase 2 procurement by the manufacturer and would be retrofitted into the LRVs procured in Phase 1. She added that the Phase 2 procurement would happen over a period of four to five years, which would allow for additional adjustments.

Sophia Tupuola asked which Muni lines were being served by the Siemens LRVs.

Ms. Kirshbaum said the Siemens LRVs were generally being used on the J line because it normally ran single car trains and the KT line because Muni had limited switchbacks on that line. She added that there were circumstances where the new LRVs would be used on other lines to ensure that a run was not missed.

Sophia Tupuola asked what forms of outreach SFMTA was using to inform passengers about the safety precautions.

Ms. Kirshbaum said announcements were being made via the automated messaging system in the subway, a press release, and email updates to members of the public who had registered for Muni customer alerts.

Robert Gower said the Out of Service signage for the rear doors of the Siemens LRVs was not obvious, and he had observed passengers pressing the back door button thinking that the doors were in operation. He suggested that the signage be more visible.

Ms. Kirshbaum acknowledged the suggestion and said signage could also be added to the inside of the train doors.

David Klein mentioned that a key reason given for the accelerated LRV replacement was to avoid costly maintenance on Breda vehicles needed to keep them in service. He asked if the current delays would necessitate funding for additional maintenance of the Breda fleet.

Ms. Kirshbaum said she was cautiously optimistic that if SFMTA identifies the solutions soon enough, they could keep the proposed accelerated LRV replacement schedule. She noted that extending the service life of the Breda LRVs would be costly and difficult because certain parts were no longer available.

Jerry Levine asked if running single cars would lead to overcrowding and if Muni had discussed running single cars in pairs.

Ms. Kirshbaum said they were currently struggling with vehicle availability and could not run back-to-back single cars. Ms. Kirshbaum then continued with her presentation.

Jerry Levine asked if the SFMTA's emergency braking procedure degraded the track as well as the wheels.

Ms. Kirshbaum said Muni staff had not raised the issue of damage to the tracks and she did not know if it was a problem.

Peter Tannen asked if the reference to "modify brakes to better distribute force during quick stops" on slide 3 of the presentation referred to the modifications needed to address the wheel flattening issue.

Ms. Kirshbaum replied in the affirmative.

Peter Tannen said he felt that the proposed LRV design modifications addressed the issues raised by the public. He asked about the height of the high handhold bar.

Ms. Kirshbaum said the archway handhold was 6 feet 6 inches above the floor, higher than the route signs inside the vehicle.

Ranyee Chiang asked what the seating and standing capacities were for the three redesign options and asked if the door entrance next to the driver was going to be modified to allow easier access for riders who utilize wheelchairs.

Ms. Kirshbaum stated that the current design and the design with double seats would have the same number of seats on paper, though she noted without 'butt dips' in the bench seats, people tended to spread out more. Ms. Kirshbaum added that the single-seat design option would result in a loss of 12 seats per car compared with the bench seating arrangement. She added that design modifications included improved wheel chair access at the entrances.

Robert Gower said that one of the great things about the Siemens LRVs was the ability to keep them clean and he expressed concern that the seating modifications would negatively affect the cleanliness of the vehicles. He asked if the bench seats could be designed with some sort of seating demarcation to make them easy to clean.

Ms. Kirshbaum said she believed that the SFMTA had been unable to find a bench design such as Mr. Gower was suggesting but stated that the same bench design had been successful on Muni's buses. She said the double transverse seats would be suspended and cleaning under them would still be easy.

Mr. Gower asked if the seats were custom made or prefabricated.

Ms. Kirshbaum said they were prefabricated.

Mr. Klein asked if the new train designs would continue to have space for advertising.

Ms. Kirshbaum stated that the new trains would have space for advertisements, but that feature was not shown in the renderings.

Ms. Hogue asked if there was a timeline for the redesign of train seats.

Ms. Kirshbaum said the timeline had not yet been developed.

Maria Lombardo, Chief Deputy Director, thanked Ms. Kirshbaum for her thoughtful responses and provided a recap of Board comments and requests made at the last Board meeting. She reiterated that the Board and Transportation Authority were disappointed that safety and performance issues were not reported by the SFMTA before requesting additional funds. She acknowledged that the Transportation Authority also bore some responsibility and would increase its oversight efforts, with plans to report back to the Board and CAC. Ms. Lombardo reported that the Board voted to continue the item until SFMTA identified the root causes and solutions to the safety issues. She said the Board had requested details about how the safety incidents had been reported, including which agencies had been notified and the thresholds for when reporting was required. She added that the Board also requested information about SFMTA's warranty claims made and the timeframe in which Siemens addressed the claims.

Ms. Kirshbaum stated that the SFMTA had some additional information subsequent to the Transportation Authority Board meeting. She said that the incident that occurred on April 19, 2019 was reported to the California Public Utilities Commission (CPUC) and deemed reportable because a citizen was transported to a hospital. She said another incident was reported as a

courtesy to the CPUC, but reporting was not deemed to be required. She added that SFMTA staff searched their central control log after the Transportation Authority Board meeting and found up to 8 possible incidents. Three of these incidents involved injuries and another three involved the train operators stopping the vehicles and opening the doors to allow passengers to free up their hands. The other two incidents the SFMTA has not been able to corroborate and involved a passenger getting their wallet stuck and a 311 complaint that was not captured on video. Ms. Kirshbaum said SFMTA was working closely with the CPUC on all the incidents even though they did not initially require CPUC reporting. She said state regulations for system safety had recently changed, and in about a year, the SFMTA would be required to report major collision incidents to its Board. Ms. Kirshbaum said that SFMTA would initiate that reporting right away and noted that the SFMTA had recently begun to report major incidents to their Board on a monthly basis, including incidents of assault.

Chair Larson said he was happy that oversight and reporting of incidents would increase going forward. He asked if there was a timeline to report back to the Transportation Authority Board and requested that the CAC receive an update prior to the allocation item returning for Board consideration.

Ms. Kirshbaum said SFMTA would bring an update to the CAC and Board based on consultation with Transportation Authority staff and the timeline of the technical solutions for the two areas under investigation.

Jerry Levine asked about between-car barriers on the new LRVs and commented that it had been an issue of concern for vision-impaired passengers and a subject of litigation regarding the Breda fleet.

Janet Gallegos, SFMTA Project Manager of the LRV4s, said the new vehicles replicated what had been done for the Breda vehicles after exploring other options because it was the best solution given San Francisco's challenging environment. She said she was not aware of any incidents related to the gap between cars.

During public comment Robin Kropp said her own informal poll of other passengers found that at least 1/4 of them preferred transverse seating, and she advocated for re-designing the seating arrangement on the new LRVs to increase the number of transverse seats and redesigning the seats to provide better back support. She reported feedback she received from a Muni LRV operator who said that the metal used in the Siemens wheels were lighter than the metal used for Breda wheels and could be contributing to the wheel flattening. She added that he suggested installing sensors on all LRV doors similar to those on the Bredas, bringing back rear view mirrors because the cameras on the new vehicles could not always provide visibility due to glare, and installing a feathering break in the front, middle and back of the LRVs, similar to the Breda fleet.

Jackie Sachs asked if the redesign would add additional wheelchair seats and asked if drivers could be trained stop in front of riders with additional needs so they could board before other passengers.

Ed Mason said the new LRV fleet was a 30-year project that needed to be done right and believed that preventative maintenance was imperative – not an optional special condition - for the new vehicles to prevent maintenance issues similar to those the Breda vehicles were currently experiencing. He added that members of the public who were not technically savvy were unaware that they could make comments through the City's 3-1-1 system or by filling out an online survey. He asked what the 24,000 minutes of subway delay represented, as shown in the Muni performance update presentation (Item #6 on the agenda). Mr. Mason also observed that there should be a date and time display like on other modern vehicles

Chair Larson asked if Ms. Kirshbaum could address questions asked by the public during public

comment.

Ms. Kirshbaum said the subway delays of 24,000 minutes measured the time that trains were stopped between stations during peak periods, and the time that trains stopped at a platform for longer than 30 seconds. She added that the metric was intended to capture day to day congestion and not just major delays. She said 24,000 minutes equated to about 4-6 minutes of delay per train. She said the metric was part of SFMTA's 90-day performance maintenance plan.

Ms. Kirshbaum said the reason customers who used the high ramps at the ends of platforms were not picked up first was because trains did not have the ability to back up. Regarding public outreach, she said surveys were not only done online but also included capturing rider feedback as they rode the trains. She stated that SFMTA felt cameras offered many safety benefits over mirrors because they were mounted on the rear of each LRV as well as the front and had the ability to zoom in. She added that SFMTA was attaching shades to the cameras to address glare, a problem also faced by mirrors.

#### **11. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit project (SFMTA), presented the item.

Chair Larson said he was happy to see accelerated progress since last month and noted that an SFMTA construction mitigation program update for capital projects was presented to the Transportation Board at the March 23, 2019 meeting.

David Klein asked for data analysis or case studies that demonstrated that the SFMTA programs were helping businesses along the corridor.

Kate McCarthy, Public Outreach and Engagement Manager at the SFMTA, said the SFMTA was working on a memorandum of understanding (MOU) with the Office of Economic Work and Development (OEWD) to provide transit passes to project contractors and to add "Good Neighbor" incentives for contractors. She added that the SFMTA was working to re-audit the corridor but was facing pushback from businesses that were hesitant to release financial data. Ms. McCarthy said SFMTA and OEWD were working daily with the businesses and neighbors to address their issues and that the corridor Business Advisory Committee had recently expanded from 11 to 13 members.

David Klein stressed the importance of applying lessons learned from other capital projects and requested if a representative from the OEWD could provide a presentation to the CAC.

Chair Larson seconded that request.

Ms. McCarthy said lessons learned from the construction mitigation program were being applied for the Geary Bus Rapid Transit and L Taraval projects.

Jonathan Rewers, SFMTA Senior Manager of Budget, Financial Planning and Analysis & Building Progress Program Manager, said the construction mitigation program was developed based on sales tax data collected by the Controller's Office. The Controller's Office developed a method to allow the SFMTA to see fluctuation in sales taxes as projects occurred along corridors. He said the SFMTA looked at a series of projects and saw a drop of sales tax in the period in which projects were occurring. He added that the mitigation elements in the construction mitigation program were based on best practices studies done by two major universities. The best practices were successfully implemented in West Portal during the Twin Peaks project and would be utilized moving forward. Mr. Rewers stated that one key lesson learned was to go out in advance during the planning phase to get a general sense of how businesses were doing along each corridor prior

to construction starting.

Kian Alavi asked how many businesses had closed as a result of construction along the Van Ness corridor and stated that he did not feel confident that the city had done enough to mitigate construction impacts on businesses.

Peter Tannen asked if the business support opportunities to provide transit passes and “Good Neighbor” incentives for contractors could be further explained.

Ms. McCarthy said the two opportunities were contractual changes to incentivize construction workers to take public transit to the work site and an incentive for contractors to receive rewards for prolonged periods of time without violations or citations. She mentioned that only one business had cited construction as the reason for closure and that businesses along Van Ness had some of the lowest vacancy rates in the city.

Kian Alavi thanked Ms. McCarthy for the data point and reiterated the need to highlight the impact that construction has had on businesses and the public.

Ms. McCarthy shared Mr. Alavi’s concerns and said they were a major reason for the Van Ness corridor businesses audit and assessment.

Peter Tannen asked if there was an update on the bicycle safety plan along Van Ness and encouragement to use Polk Street as an alternative route.

Mr. Gabancho said the project team had been working with the SFMTA traffic engineering team, but to date had not been able to come up with a safe way of sharing any part of the construction zone with bicyclists.

Chair Larson noted that the CAC suggested a formal rerouting of bicycles from Van Ness to Polk Street.

Mr. Gabancho said that the suggestion would be part of SFMTA’s outreach efforts.

There was no public comment.

## **12. Central Subway Update – INFORMATION**

Albert Hoe, Acting Director of Central Subway Project (SFMTA), presented the item.

Chair Larson said he was impressed that the project was still on budget.

Peter Tannen asked if the reported complications with the automated train control and radio systems could be further explained.

Mr. Hoe replied that the complications were related to contractual disputes between the contractors for the installation of the automated train control and radio system. He added that SFMTA had since removed the train control system work from Tutor’s contract to accelerate construction. He said SFMTA was working to remove any hurdles that would prevent the contractors from not being able to stick to the work schedule.

There was no public comment.

## **13. Horizon and Plan Bay Area 2050 Update – INFORMATION**

Michele Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

David Klein said it was wonderful to see long range planning and asked if it coincided with Caltrain’s business plan. He also asked if the program was looking at risks like the impacts from Transportation Network Companies (TNCs).

Ms. Beaulieu said that Caltrain's business plan would inform the Metropolitan Transportation Commission's (MTC) regional transportation plan, Plan Bay Area 2050. She added that the futures planning work happening under the Horizon umbrella, did include policy areas of uncertainty like the impacts of TNCs which were discussed in the Transportation Demand Management (TDM) white paper. She said the Horizon might shed some light on the potential impacts of higher mode share of TNCs on the transportation network such as where demand might shift.

Peter Tannen asked if the perspective papers were available online.

Ms. Beaulieu replied in the affirmative and said they could be accessed on the Horizon website.

Peter Tannen asked if there was a way to receive additional information regarding the 91 projects being considered in the Horizon work.

Ms. Beaulieu said there was not a lot of additional information for the projects available, except for projects that were included in the Plan Bay Area 2040, the prior regional plan. She said that the list included projects submitted by members of the public and nonprofits and very little information had been shared with Transportation Authority staff.

Peter Tannen asked if staff had any information regarding the Muni Metro to South San Francisco, Regional Bicycle Super Network, or Bay Crossings projects.

Ms. Beaulieu said the Muni Metro to South San Francisco project would be an extension of the T-Third Muni line. She said she did not have additional information regarding the Regional Bicycle Super Network project. Ms. Beaulieu added that the Bay Crossings project was requested by Senator Feinstein who had sent a letter to MTC that led to the drafting of a policy paper that was looking at seven possible crossings that would vary from transit or roadway only to a combination of both. She added that she expected the Bay Crossings policy paper to become available to the public in the next couple months.

Sophia Tupuola asked if the downtown congestion pricing would lead to greater equity disparities for San Francisco residents.

Ms. Beaulieu said the Transportation Authority's congestion pricing study was projected to start later this year, with equity being a major topic. She added that the Board had also expressed interest surrounding equity. She said the study would look at congestion pricing and investments it would make to benefits residents who rely on public transit.

Maria Lombardo, Chief Deputy Director, said she would share a paper, written by Transform, that discussed how congestion pricing could advance equity if done right, with the CAC. The paper highlights a lot of the inequities in the current system such as the delays experienced by people riding buses stuck in traffic.

There was no public comment.

#### **14. Preliminary Fiscal Year 2019/20 Annual Budget and Work Program – INFORMATION**

This item was continued to the May 22, 2019 CAC meeting due to time constraints at the CAC meeting. Ms. Fong encourage CAC members to contact her with any questions.

There was no public comment.

#### **15. Introduction of New Business – INFORMATION**

Peter Tannen requested an update on the Quint-Jerrold Connector Road project.

David Klein requested marketing, advertisement, workshop, events, and social media data points from the SFMTA for the Van Ness BRT project, noting that even while the CAC waits for financial

metrics, there wasn't a reason these types of data points couldn't be provided to help the CAC see if the mitigation program was effective or not.

Chair Larson added that listing the data points that the CAC would like to see would be helpful to share with project managers.

David Klein congratulated and thanked the SFMTA and the San Francisco Police Department for hosting a District 1 town hall meeting that discussed Vision Zero efforts along the California Avenue corridor.

Kian Alavi asked for a better understanding of the long-term implications regarding the Siemens LRV safety issues and reliance on Breda vehicles that were past their prime. He also asked for an update detailing how TNCs were affecting District 9 and specifically streets in the Mission that were previously lesser used but were now dealing with congestion. Lastly, he expressed frustration of the city's lack of initiative to protect pedestrians and cyclists from commuter buses using weight restricted streets along the Mission.

Robert Gower echoed Kian's safety and oversight concerns regarding the Muni LRVs and also stated concern about the limited availability of the new vehicles due to coupling issues. He anticipated a direct impact on flow of people being able to use the light rail system and requested that the SFMTA return to the CAC and report back subsequent train delays and effects on ridership, as a result to safety measures being taken.

Chair Larson believed that the Transportation Authority Board shared the same level of concern regarding Muni LRVs and would continue to request near and long term updates. He said the CAC would subsequently receive performance updates from the SFMTA and expected the reports to have updates on the LRVs.

There were no new items introduced.

## **16. Public Comment**

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

Chair Larson acknowledged that Mr. Mason had begun to share his photos with the Board and asked if he had received any feedback.

Mr. Mason said the photos had been circulated to the Board but that he did not receive a reply from any Commissioner.

Chair Larson said that Commissioner Mandelman might be interested in learning more about idling commuter shuttle buses in District 8.

Peter Tannen said he would contact Commissioner Mandelman's office and raise awareness regarding the work being done by Mr. Mason.

Jackie Sachs requested an update on the other 9 to 5 project.

Chair Larson echoed Ms. Sachs request for an update on late night service.

## **17. Adjournment**

The meeting was adjourned at 8:49 p.m.