



# DRAFT MINUTES

## Citizens Advisory Committee

Wednesday, January 27, 2021

### 1. Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

**Present at Roll:** Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola (10)

**Absent at Roll:** (0)

### 2. Chair's Report - INFORMATION

Chair Larson reported that Citizens Advisory Committee (CAC) members were provided the link to the Executive Director's Report that was presented a day prior at the Transportation Authority Board meeting.

He reported that the Transbay Joint Powers Agency (TJPA) is conducting their recruitment for Bay Area members to serve on their CAC. He said it is a unique opportunity not only for residents to become a part of history by bringing rail service to downtown San Francisco, and to also have the opportunity to provide input on the Downtown Rail Extension. He said that applications can be found on TJPA's website at [www.tjpa.org](http://www.tjpa.org).

Chair Larson also reported that the San Francisco Municipal Transportation Agency (SFMTA) resumed a portion of Muni Metro service and initiated new Bayview Express services. He said that the 15 Bayview Hunters Point bus service was a significant, long time priority within the community and called for by Commissioner Walton. He noted that the CAC approved a motion for adoption of the Transportation Authority's 15 Third Bus Study final report in December, which informed the new bus service.

Chair Larson reported that the City of San Francisco is currently updating its climate action plan, which will chart a pathway to achieve net zero greenhouse gas emissions by 2050, while also addressing racial, social equity, public health, economic recovery, resilience, and affordable housing. He said that San Francisco Environment is leading the final round of community engagement which includes an online open house website and workshops through the month of February. He shared that the plan will be finalized in Spring, and more information can be found on their website at [sfenvironment.org/sfclimateaction](http://sfenvironment.org/sfclimateaction).

Lastly, Chair Larson reported that CAC member Rachel Zack has relocated out of San Francisco making her ineligible to serve on the CAC. He thanked Rachel for her inciteful input on many topics presented to the CAC and said she will be missed. He added if anyone has recommendations for the vacant District 3 seat to encourage them to apply.

There was no public comment.



**3. Election of Chair and Vice Chair for 2021 - ACTION**

Chair Larson announced that at the December 2, 2020 CAC meeting the positions of Chair and Vice Chair had been opened for nominations for the 2021 term. He said that the CAC nominated himself as Chair, and David Klein as Vice Chair, and they have provided brief statements laying out their interests and qualifications in the meeting packet.

There was no public comment.

Chair Larson announced that since the CAC made nominations at the last meeting, there is only a motion and no second needed for the election of Chair and Vice Chair.

Jerry Levine motioned to approve the item.

**The item was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**

**Absent: (0)**

Chair Larson thanked the CAC for re-electing him as Chair and asked David Klein if he would like to say a few words.

David Klein also thanked the CAC for re-electing him as Vice Chair and said he looks forward for the next two years of leadership and the opportunity to come before the Board to back up Chair Larson, as needed.

**Consent Agenda**

- 4. Approve the Minutes of the December 2, 2021 Meeting - ACTION**
- 5. Adopt a Motion of Support to Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION**
- 6. Adopt a Motion of Support to Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - ACTION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2020 - INFORMATION**
- 8. Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION**

Jerry Levine said he would like more information regarding the funding that was just rewarded to the Van Ness project by the Metropolitan Transportation Commission (MTC). He noted that the amount is approximately \$44 million dollars, and he wanted to be sure that the funds were firmly dedicated.

Maria Lombardo, Chief Deputy Director, asked if he knew what the funds source was.

Jerry Levine replied that it was a part of the COVID 19 relief funds.

Ms. Lombardo responded that he was likely referring to the latest tranche of Federal COVID relief funding. She said she believed that operators could use the funds for capital or operating purposes, but that most were using the funds to backfill their operating budgets, because they've suffered significant revenue losses. She said that the \$44 million is part of a true-up to the SFMTA, because they experience more



revenue losses than was anticipated when they received the earlier tranches of COVID relief funding.

Mr. Levine asked if staff could provide a breakdown of where the funds are going at the next meeting.

Ms. Lombardo said she would follow up with SFMTA.

With respect to item 7 (Internal Accounting Report), page 31 on the last paragraph referencing sales tax revenue signs of recovery, Peter Tannen asked if it is known why the San Francisco was hit hardest in terms of recovery compared to the other counties.

Ms. Lombardo replied that a big part of the reason is that pre-COVID, San Francisco would double its daytime population with visitors, workers, and tourists. She said now that these folks are not coming into the City and spending money, the City is being uniquely hit hard by a decline in sales tax.

Chair Larson said they forget that the decrease in population due to COVID also affects their transportation, and said he hopes transit service and usage will revert back.

During public comment David Pilpel said that he had several minor corrections to the minutes that he would like to communicate to staff offline. He also clarified that the name of the funds mentioned earlier by Mr. Tannen were called the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. He said that the transit capital priorities process was updated by MTC and said that it may have some impact on the City. He also added that he did not see a separate audit report itself in the packet just the Comprehensive Annual Financial Report (CAFR).

Cynthia Fong, Deputy Director for Finance and Administration clarified that the Audit Report was considered the CAFR. She said within the CAFR are two audit opinions, one in the beginning relating to the financial statements and another report on the audit of federal funds, which focuses heavily on the Yerba Buena Island project. She said that both reports from the auditors are clean audit reports.

David Klein motioned to approve the consent agenda, seconded by Danielle Thoe.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (10)**

**Nays: (0)**

**Absent: (0)**

**End of Consent Agenda**

**9. Adopt a Motion of Support to Allocate \$7,524,841, with Conditions, and Appropriate \$60,000 in Prop K Sales Tax Funds, for Thirteen Requests - ACTION**

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

Peter Tannen asked why Caltrain was continuing to maintain its passenger cars in a state of good repair given that Caltrain is replacing them with electric trains.

Peter Skinner, Caltrain, said that the Bombardier cars, currently used for Caltrain's Baby Bullet service, will continue to be used in the segment of the Caltrain corridor



south of San Jose, which will not be electrified as part of the Caltrain Electrification project.

David Klein asked how data collected through the Safe Streets Evaluation Program would be used, and whether it would be available to the general public.

Thalia Leng, SFMTA, said SFMTA had been collecting that kind of data for two years, including traffic counts, turning behavior, yielding behavior and many other safety factors. She said the data was currently maintained in Excel files, but said SFMTA was planning to develop a more accessible database for public access via the program's website. She said the raw data was already available for download on the program website.

Nancy Buffum said she was a resident of the Outer Sunset, and thanked staff for its thoughtful work and presentation on the Great Highway Traffic Management project. She expressed approval for consideration of changes that would improve the safety and ease of beach access, particularly for pedestrians.

Danielle Thoe expressed support for the Tenderloin Traffic Safety Improvements project. She commented that left turn signs currently in place in the Tenderloin weren't highly visible and asked if the proposed signs would be electric.

Kimberly Leung, SFMTA, answered that the signs would be static.

Chair Larson expressed concern that a pedestrian promenade on Great Highway would displace traffic onto other streets.

Camille Guiriba, Senior Transportation Planner, said the current plan was to ensure that traffic was not diverted by implementing traffic management measures to complement any capacity reductions.

Chair Larson noted the popularity of slow streets and promenades, and suggested the idea of converting certain traffic lanes into pedestrian promenades, perhaps on a part-time basis.

Tim Doherty, SFMTA, added that planned Outer Sunset improvements would include traffic calming measures to make the Great Highway safe for multimodal use. He said the SFMTA was coordinating with the Recreation and Parks Department on potential traffic calming measures.

Peter Tannen expressed support for the Tenderloin Traffic Safety Improvements project. He said that enforcement was often an issue following capital improvement projects and noted that there would be new traffic restrictions at 54 locations on completion of the project. He asked how SFMTA would address enforcement.

Kimberly Leung answered that the SFMTA had notified the San Francisco Police Department (SFPD) about the pending changes.

During public comment Roland Lebrun advised that the Transportation Authority should ensure that the funds allocated to Caltrain for Bombardier Cars State of Good Repair actually be used for the intended activities, as this was a regular request, but the cars were nevertheless in very poor condition. He also said the Transportation Authority should make sure the Santa Clara Valley Transportation Authority provided its matching share of project funding.

David Pilpel requested that environmental clearance section in the allocation request forms include date and case number. He said he opposed the use of the Muni Metro



East light rail facility as an interim storage area for trolleybuses displaced from the Potrero facility while the latter was redeveloped. He said the Flynn motor coach maintenance facility should be used for that purpose instead. Regarding the Great Highway Traffic Management project, he recommended that outreach efforts include Eileen Boken with SPEAK and Susan Pfeifer of Outer Sunset Residents Association. He asked how the Great Highway study related to the District 4 Mobility Study. He asked whether the Caltrain requests were consistent with the City's Capital Plan and whether they supported the Caltrain Downtown Extension project. He asked if there was an updated Caltrain service plan or vision document that reflected passage of Measure RR.

Peter Tannen moved to approve the item, seconded by Danielle Thoe.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**

**Absent: (0)**

**10. Adopt a Motion of Support for the Approval of the 2021 State and Federal Legislative Program - ACTION**

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Chair Larson stated that infrastructure seemed to be a big target of the new Administration, in particular for transportation, and was something that people could come together around. He asked whether a new infrastructure package would use existing programs or whether it could fund something new.

Ms. Crabbe responded that transportation was poised to be a cornerstone of a new infrastructure package. She said that last year's proposed economic recovery bill included within it a reauthorization of the federal transportation bill at higher funding levels. She added that Congress may take a different approach and pass an economic recovery package that includes transportation funding on top of a reauthorization bill. She said that multiple possible economic recovery package could provide additional opportunities.

Jerry Levine said when he was on the Metropolitan Transportation Commission (MTC) Policy Advisory Committee, they worked to advance an oil extraction tax, since California remains one of the few states without one. He added that at that time the revenues were estimated at \$4-5 billion a year for the state, but there was a question about whether it would be considered a tax or a fee. He asked if that effort was still ongoing.

Ms. Crabbe responded that she hadn't seen the idea come up lately. She said she would ask MTC staff and provide him with a response.

Danielle Thoe said she supported automated speed safety cameras which are important as we redesign streets such as the implementation of no turn on red rules in the Tenderloin and lowering speed limits to 20 miles per hour. She noted that cameras to record right turns on red violations were legal, but speed safety cameras were not. She stated she hoped SFMTA and the SFPD would look to combine efforts, so they didn't have to keep going back to communities for approval multiple times to stop those bad behaviors and get compliance.



Ms. Thoe asked that if there aren't additional transportation funds available, whether there was the potential to shift highway and road paving funds into public transit and other initiatives. She noted that transit was running at lower frequencies and reduced capacities due to social distancing measures. She asked if we had heard anyone proposing this, and whether it was something the Transportation Authority would advocate for.

Ms. Crabbe replied that this idea had been discussed over the last year at MTC, including looking at what types of fund sources could be flexed from one use to another. She said that opportunities to shift funding from sources that fund roads to public transit were somewhat limited but MTC had worked to provide flexibility within its transit capital program to allow some of those funds to be used on transit operations. She added that needs were underfunded across all types of transportation modes.

Sophia Tupuola said she hoped the region would be imaginative and identify funding to support communities that are dealing with inequities and facing transportation barriers.

During public comment David Pilpel asked to hear more about the Blue Ribbon Transit Recovery Task Force and various consolidation efforts at a future CAC meeting since there was a lot going on. He said he supported adding to the program a strategy to reform to the Transportation Development Act allocation formulas to benefit San Francisco transit. He said much of it is currently spent on high cost transit in suburban, exurban, and rural areas that would be better spent in urban core areas such as San Francisco, Oakland, and San Jose. He noted he opposed the objective to seek more efficient environmental processes, which he read as weakening California Environmental Quality Act protections. He said the rest of the program was well-reasoned and well-explained.

Edward Mason said that autonomous vehicle regulations should ensure the vehicles not increase congestion or block traffic. He noted that he heard a report that forecast that some autonomous vehicles would roam when not being used since that would cost 25 cents an hour compared to \$3 an hour to park, which was concerning. He said that for any private transit shuttle there should be a franchise fee, similar to what taxi drivers have to pay for their medallions, that would support public transit. He said that for air quality purposes, shuttles typically run between two small distances repeatedly, while these vehicles travel long distances on state highways and city streets creating essentially a taxicab commute. He added that if the occupants were using Caltrain instead, the agency wouldn't have its current deficit.

Robert Gower motioned to approve the item, seconded by Jerry Levine.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen.  
Thoe, Tupuola (10)**

**Nays: (0)**

**Absent: (0)**

#### **11. Sales Tax Reauthorization – INFORMATION**

Michelle Beaulieu, Principal Transportation Planner, presented the item.



David Klein asked if the only option under consideration was a sales tax or if other revenue options based on income were under consideration.

Ms. Beaulieu responded that the reauthorization effort focuses on continuing the existing sales tax and would not increase the current sales tax. She added that there were also ongoing conversations about potential additional (new) revenue sources, but this item was focused on the existing sales tax and updating the Expenditure Plan.

Mr. Klein commented that those who need transit service the most were already paying a disproportionate amount of their income on transit and this was an opportunity to reconsider the funding. He also commented that the community outreach timeframe would be underway before the community was fully vaccinated and the effort would be trying to reach communities that may have disproportionately impacted by COVID and lack access to the internet.

Ms. Beaulieu acknowledged the additional challenges for conducting robust and equitable public engagement and that the reauthorization team is looking to learn from other projects that have been conducting outreach during the pandemic. She said staff would bring a detailed outreach plan back to the CAC.

Sophia Tupuola encouraged staff to consider how to champion equity for those disproportionately affected and form true partnerships with the community. She commented that community-based organizations were stretched thin and unable to do typical capacity building right now through mechanisms such as one-on-one interactions and story-telling. She asked if it was possible through incentivizing funding to create a partnership with a stakeholder or equity representative.

Ms. Beaulieu responded that staff would be looking into ways to help build capacity at community-based organizations as part of the outreach effort and welcomed Ms. Tupuola's feedback.

Chair Larson asked how open-ended the new expenditure plan would be in terms of how different could it be.

Ms. Beaulieu responded that it is possible for there to be significant changes in structure, but the proposed approach is to build on the success of the existing Prop K program, adding that funding needs for existing Prop K programs (e.g. signals, traffic calming) would continue.

Chair Larson asked if it would be possible, with enough consensus, to have a majority of funding go to one large project.

Ms. Beaulieu said yes, but noted that there are always tradeoffs in the sense that other projects and programs would receive less funding.

Maria Lombardo, Chief Deputy Director, added that those types of tradeoffs are made in the San Francisco Transportation Plan where staff works with agency partners to identify needs, determine available funding, and develop a scenario for existing funding and a second scenario for new funding to determine what can be funded through this process.

Kevin Ortiz asked how much money would be generated by the sales tax.

Ms. Beaulieu responded that the existing half-cent sales tax was bringing in approximately \$110 million annually pre-pandemic, but this year the projected budget was reduced to \$93 million due to the impact of COVID-19.



Mr. Ortiz asked if funding could go toward a program such as Free Muni for All.

Ms. Lombardo answered that the sales tax could fund projects or operations and that the existing Expenditure Plan funds paratransit operations.

Chair Larson acknowledged that the sales tax was regressive and said there was potential for it to benefit those disproportionately impacted by paying the sales tax with a beneficial program such as Free Muni for All.

During public comment Edward Mason commented on the presence of funding for street trees within the Prop B (1989) and Prop K (2003) Expenditure Plans and asked that this funding be identified in the budget and include the cost of street trees. He said there had not been a discussion of priority for Muni compared to street trees and would like the program to focus on transportation.

David Pilpel commented that it would be nice for past EPAC members and past and present CAC members to gather and recognize the 30th anniversary of the Transportation Authority. He also commented on the presentation given, saying he would expand slide 6 to refer to additional plans and programs that don't always seem connected, and pointed out on slide 8 that the capacity to bond fund long term projects was important and almost exhausted at this point. He also said he would like to provide input and serve on next EPAC. Mr. Pilpel also commented that it may be difficult to develop a new expenditure plan in the next few months, given the uncertainties about future transportation needs. He said in terms of timing, a potential regional transportation funding measure should be considered. He also said that he had opposed Free Muni for All for various policy reasons, but collecting fares seemed a low priority right now, so this may be the time to include Free Muni for All and substantial operating support in lieu of fare collection.

Roland Lebrun provided sales tax measure examples from San Jose. He commented that tax measures should identify specific amounts to projects in order to deliver what would be expected by voters.

## **12. Major Capital Update: Better Market Street - INFORMATION**

Cristina Calderón Olea, Project Manager at SFDPW, presented the item.

Peter Tannen asked about the BART grate replacement.

Ms. Olea responded that the grates will be new similar to 16<sup>th</sup> and Mission Street and will be much of an improvement.

Danielle Thoe asked about taxi restrictions and the turn restrictions and said she understands that they are being added in addition to commercial vehicles. She mentioned that at the SFMTA Board meeting there were strong oppositions, so she wanted to understand what conversations have happened since then.

Britt Tanner, Senior Engineer with SFMTA, responded that they are trying to find the best balance that they can, as there is not enough space on Market Street to design a street that makes everybody happy. She added that there is only 120 ft from curb to curb, but they want wide sidewalks, 4 lanes for Muni, dedicated lanes, etc. She said the best design that they've come after many iterations is the shared lane design. She



said that the required right turns are a compromise, and there are only 2 required right turns in each direction that affect commercial vehicles and taxis, and they will need to work with the taxi companies to ensure they are accommodating them. Ms. Tanner said that they realize there has been a high increase in paratransit riders that are using taxis now during COVID, thus they are considering delaying the required right turn at Geary Boulevard until after COVID goes away. The other changes at Turk, 6<sup>th</sup>, and 8<sup>th</sup> would not be installed until construction after phase 1. She said that gives them time to coordinate and work together to make sure they meet the safety goals of the project but also maintain access their access and address their concerns on the new routes they will need to take.

Ms. Thoe said they are looking for compliance on Market Street and during COVID, enforcement has not kept up. What is the short term enforcement or compliance strategies has SFMTA looked at in the short term. She said the build out will take a while so it would be helpful to get some community buy in to show compliance strategies that are not just punitive, but to eventually get Market Street car free.

Ms. Tanner said that they have commitment from SFMTA to increase their PCO presence once the pandemic starts to calm down. She said a lot of their PCO's are helping out at vaccination sites which is a high priority at this time. She said they do plan to increase their presence and will work with the police to see what they can do to help with Market Street.

Ms. Olea replied it will be difficult to enforce short term, but as they roll out the vaccine and the PCOs have more bandwidth and availability, they will begin to deploy them on Market Street.

Ms. Thoe said that its exciting to hear the commitment with the PCO's and said hopefully the end of COVID will come soon.

Robert Gower asked SFMTA staff to briefly articulate why they think the current design is the "best" design.

Due to technical difficulties Chair Larson recommended a response be given as an update at a future CAC meeting.

During public comment Roland Lebrun shared that prior to the meeting his sent a letter to the CAC highlighting the main issues he found as it relates to the second street alignment. Mr. Lebrun said that nothing came out of the money that was awarded for the PAX project last year. He said that his suggestion to the Board was to use the project to not only study how the PAX was going to connect to the DTX, but potentially resolve the issues that he mentioned in his letter to the CAC. Mr. Lebrun suggested that the Commissioners not only receive briefings on the issues, but also on the potential solutions.

Edward Mason said that they have an issue of need and funding and said he wonders if Mission Street will ever be repaved in his lifetime. He said that he is amazed that the project has gone on for 10 years and they have not accomplished anything.

David Pilpel said that he support a bidirectional F-Loop but now that it is single direction he opposes the project. He said that the EIR was completed pre-COVID but understands there are changed circumstances since that time. He said he agrees with the concerns with transit service impacts and reliability with one lane. He said if the design does not work with taxi and bicycles, then what is the point of implementing. He added that people who disagree are opposed to the project redesign. Mr. Pilpel



said that on slide 12 in the PowerPoint it should read January 19, 2021 versus Jan 21. He said he thinks CAC should have quarterly reports on the important controversial project, and said the meeting was well structured along with an executed agenda.

**13. Major Capital Update: Downtown Rail Extension - INFORMATION**

The item was deferred to the call of the Chair.

**14. Racial Equity Action Plan - Phase 1 Internal Programs & Policies - INFORMATION**

The item was deferred to the call of the Chair.

**Other Items**

**15. Introduction of New Business - INFORMATION**

Member Danielle Thoe asked if the Van Ness updates can be spaced out when presented to the CAC but on a regular cadence so that they have a better gage of when to expect them on the agenda.

Chair Larson commented that there is currently a monthly Van Ness update, and a verbal update every quarter. He said it would be nice to implement a schedule for the other large projects, and work with staff to make sure the updates are incremental.

David Klein said looking ahead, now that there is a vaccine, it would be nice for SFMTA to provide a re-opening plan in terms of the greater amount of ridership and safety considerations. He said it would be nice to know how SFMTA will be monitoring, marketing, and policing itself once fully opened back up. He also requested an update on the Transbay Station in terms of the repairs.

Chair Larson agreed and said he would put it as high priority to bring to the Committee at a future meeting.

Jerry Levine echoed Mr. Klein's comments and said he would like to get an idea of a global standpoint of what the re-opening point from Muni is.

Danielle Thoe said one thing she has been concerned with is how SFMTA is making the decisions to invest and not invest in the things they are doing. She said it would be great to hear how they are looking at the big capital projects and where they are investing their money to make the impacts.

Chair Larson added that they should have Director Jeffrey Tumlin with SFMTA come back to provide a future report as it's been a year since his last report.

**16. Public Comment**

During public comment Roland Lebrun shared his frustration with the meeting platform and suggested staff transition from Microsoft Teams to Zoom.

**17. Adjournment**

The meeting was adjourned at 8:50 p.m.