



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 26, 2016

### 1. Roll Call

Chair Wiener called the meeting to order at 11:07 a.m.

**Present at Roll Call:** Commissioners Avalos, Breed, Cohen, Mar, Peskin, Wiener and Yee (7)

**Absent at Roll Call:** Commissioners Campos, Kim and Tang (entered during Item 2) and Commissioner Farrell (4)

Commissioner Mar moved to excuse Commissioner Farrell, seconded by Commissioner Cohen. Commissioner Farrell was excused at the call of the Chair.

### 2. Chair's Report – INFORMATION

Chair Wiener reported that earlier in the month, the Transportation Authority participated in several rail system planning efforts, including testifying at the California High-Speed Rail Authority's (CHSRA's) hearing on its Draft 2016 High-Speed Rail Business Plan, and moderating a panel on the potential for a second Transbay crossing. He said the city was pleased that the CHSRA's Business Plan recommended shifting the project's Initial Operating Segment (IOS) to the northern California stretch from the Central Valley to San Jose, rather than south to Los Angeles. He said the city believed this was the right business decision for the project, given the relative benefits and costs of the two segments. He added that the city also urged the CHSRA to expand the IOS even further north to San Francisco, in order to maximize the potential for ridership, revenue and private investment.

Chair Wiener said selection of the IOS was more than a demonstration project and that the city strongly believed that the future of high-speed rail in California and the nation hinged on its success. He noted that choosing the expanded IOS that would continue north to San Francisco's Transbay Terminal would, according to estimates in the CHSRA's business plan, increase ridership by 76%, increase farebox revenue by 55%, increase net cash flow by 181%, and increase private investment by 132%. He said that based on these figures, it made business and financial sense to include the full Bakersfield to San Francisco segment in the IOS as a means to help deliver the whole statewide project. He said the city appreciated the support of the directors of Caltrain and the San Francisco Municipal Transportation Agency for speaking at the hearing and looked forward to working with all partners to deliver the northern California IOS in the coming years.

Chair Wiener said that a similarly ambitious project was the prospect of a second Transbay Tube. He said there were many reasons to begin planning for this important connection, from the need to rehabilitate the existing BART tube to alleviating crowding in the near term and in the future, to the opportunity to have 24-hour service and resiliency in case of a natural disaster. He thanked

Executive Director Tilly Chang for moderating a panel of experts who had begun thinking about how the city should approach this giant task, from SPUR, TransForm, the Bay Area Council, McKinsey, as well as four public agencies, including the State Transportation Agency, Metropolitan Transportation Commission (MTC), BART and the City of Oakland. He said in the fall there would be an opportunity to continue this dialogue as MTC would be developing its Transit Core Capacity Study and the city and region would be collaborating on local revenue measures for transportation in San Francisco's and BART's planned bonds. Lastly, he thanked staff and the regional and local agency partners from the Association of Bay Area Governments and the Planning Department, who were here to give presentations on Plan Bay Area and the I-280/Railyard Alternatives and Boulevard Study.

There was no public comment.

**3. Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

**4. Approve the Minutes of the March 22, 2016 Meeting – ACTION**

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**Items from the Finance Committee**

**5. Adopt Positions on State Legislation – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**6. Award Three-Year Consultant Contracts, with an Option to Extend for Two Additional One-Year Periods, to Arup North America Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc. and WSP Parsons Brinckerhoff, for a Combined Amount Not to Exceed \$2,000,000 for On-Call Transportation Planning Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**7. Amend the Adopted Fiscal Year 2015/16 Budget to Decrease Revenues by \$3,616,773 and Increase Expenditures by \$23,347,827 for a Total Net Decrease in Fund Balance of \$26,964,600 – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**Items from the Plans and Programs Committee**

**8. Appoint Bradley Wiedmaier to the Citizens Advisory Committee – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**9. Allocate \$48,000 in Prop K Funds and \$1,684,954 in Prop AA funds, with Conditions, for Four Requests, and Appropriate \$262,000 in Prop K Funds for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Campos, Cohen, Kim, Mar, Peskin, Tang, Wiener and Yee (10)

Absent: Commissioner Farrell (1)

**Items for Direct Board Consideration**

**10. Plan Bay Area Update – INFORMATION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item, along with Miriam Chion, Planning & Research Director at the Association of Bay Area Governments (ABAG), and Joshua Switzky, Senior Planner at the San Francisco Planning Department.

Commissioner Kim said she had attended a recent ABAG meeting where they discussed potential ways to increase the production of affordable housing in the region, as well as if a housing trust fund could help with development. She asked if ABAG had identified any projects that would be “shovel ready” in the near future but that were missing a final piece of funding that would prevent them from getting underway. Ms. Chion responded that ABAG was in the process of compiling a list of those projects and were also in the process of identifying the priority development areas (PDAs) where transit was most robust. She said the level of possible housing production and retention of existing housing were important considerations but that ABAG also had to identify which projects would be the most cost effective use of housing dollars. She said that a regional housing trust fund could supplement funding available at the local level, but that infrastructure

funding would have to be provided parallel to the housing funding. She said ABAG hoped to present a summary of the identified projects and a more specific profile of the housing trust fund in the near future.

Commissioner Kim said she was interested in the development potential in the PDAs, identifying projects that were moving forward but needed a final piece of funding, parcels where there was site control, and then parcels that were vacant without site control but could be pursued for development. Ms. Chion noted that San Francisco had a sophisticated soft-site analysis and that they were working to build complete one at the regional level. Commissioner Kim noted that ABAG could help support other cities in the region that don't have the capacity to do that type of project identification.

There was no public comment.

#### **11. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION**

John Rahaim, Director of the San Francisco Planning Department, presented the item.

Commissioner Peskin asked if there had been discussions between the various agencies involved in the study as to which agency would lead the Caltrain Downtown Extension (DTX) project. Mr. Rahaim responded that currently the Transbay Joint Powers Authority (TJPA) was responsible for financing, building and maintaining the DTX.

Commissioner Peskin asked if the removal of the I-280 segment was necessary for the DTX project, or if they were unrelated projects. Mr. Rahaim responded that it was likely that the removal of the I-280 segment was not necessary, but that it would depend on which alignment of the DTX was chosen. He said that given the enormous public investment of the DTX project, the study was looking at whether the removal of the I-280 segment would create a better transportation system in that area of the city.

Commissioner Peskin asked if the street connections were constrained by I-280. Mr. Rahaim responded that currently they were constrained, as there were only two locations to cross that 1.2 mile stretch of I-280. Commissioner Peskin asked if that would be a function of the DTX alignment and not the I-280 alignment, to which Mr. Rahaim responded that it would depend on the column placement and topography. Commissioner Peskin commented that I-280 and the street connections could be maintained if the DTX alignment was changed.

Commissioner Cohen asked if there was any community outreach regarding the study in the Bayview or Visitacion Valley. Mr. Rahaim responded that there were a couple community meetings recently held in the Potrero Hill area. Susan Gygi, Railyard Program Manager at the Planning Department, added that she had presented to various citizen advisory groups in that area but she had not presented in the Bayview.

Commissioner Peskin commented that as Commissioners of the Transportation Authority and as County Supervisors, they should be discussing who and what agency should lead the DTX project. He said that there had been some recent major changes at TJPA and suggested that when the Transbay Transit Center (TTC) was completed, the TJPA should only be responsible for maintaining the TTC. He said that city agencies needed to discuss how to make DTX a reality, as the underpinning of Proposition H and building the TTC was to extend Caltrain and high-speed rail to the terminal, and that otherwise the city will have built the most expensive bus terminal.

Commissioner Wiener agreed that before Phase 1 and the Transbay Transit Center was completed,

the city needed to have a discussion about the delivery of Phase 2. He said that the DTX project was not optional and that it needed to be a collaboration between the city and the region, and noted that it was also of statewide importance.

Commissioner Peskin commented that he was concerned that tying the removal of the I-280 segment with the DTX alignment could further delay the DTX project. He suggested separating the two projects to avoid years of delay and not fulfilling the mandate of Proposition H.

Commissioner Wiener commented that the removal of the I-280 segment and the DTX alignment should be based on full analysis, as the city and state would be living with the outcomes for the next century. He said that some of the arguments that were being made regarding the removal of the I-280 segment were the same arguments made about taking down The Embarcadero and Central Freeway, and that a particular DTX alignment should not be dismissed because of political difficulties.

Mr. Rahaim commented that given the scale of investment of the DTX project, it was worth looking at the removal of the I-280 segment at a high-level. He said another advantage of the study was to take a new look at what the best connection to the East Bay would be, as a second Transbay tube was in the future, and that whichever alignment was chosen should consider the connection to the East Bay.

There was no public comment.

**12. Recognize Vince Harris, Director of Capital Programs & Construction at the San Francisco Municipal Transportation Agency, for Ten Years of Service to the City and County of San Francisco – INFORMATION**

Tilly Chang, Executive Director, recognized Vince Harris, Director of Capital Projects and Construction, for his extraordinary service to the City and County of San Francisco. She said Mr. Harris had previously served as Muni's Deputy General Manager of Construction from 1999 to 2005, where he oversaw the development of major capital improvement projects such as 3<sup>rd</sup> Street light-rail transit and the Muni Metro East Facility. She noted that he had also previously served as the Executive Director of the Alameda County Transportation Commission, and overall had served 35 years in the public sector with various organizations and committees.

Commissioner Cohen commented that the Board of Supervisors would be recognizing Mr. Harris in May.

There was no public comment.

**Other Items**

**13. Introduction of New Items – INFORMATION**

There was no public comment.

**14. Public Comment**

During public comment, Andrew Yip spoke regarding limitations of resources.

**15. Adjournment**

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