



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, January 24, 2017

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

### 2. Chair's Report – INFORMATION

Chair Peskin reported that the Transportation Authority was the steering mechanism for San Francisco's sustainable and balanced growth strategies, and with the Board's input and guidance, the city was poised to make smart investments to bolster a bold planning vision for the city and region. He said that in 2016, the Board worked in partnership with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments to update Plan Bay Area, the region's smart growth blueprint. He noted that Plan Bay Area forecast 137,000 new households and nearly 300,000 new jobs for San Francisco between 2010 and 2040 – all of which the city could accommodate with a strategic and responsible balance of affordable housing and neighborhood-serving transportation infrastructure.

He said guided by its climate and equity goals, the Transportation Authority was focused on maintaining and upgrading the city's existing transportation infrastructure, including the pending arrival of 151 light-rail vehicles and 42 additional vehicles to expand the light-rail fleet. He said that the Transportation Authority had also prepared strategies to bolster the city's core systems, in particular safety improvements to transit, pedestrian projects and cycling facilities. He said as the agency continued to lead in the creation of complete communities through transit-oriented development, he wanted to thank the San Francisco Municipal Transportation Agency (SFMTA) and Planning Department for partnering to examine transit-oriented development at underutilized bus yards citywide. He said the Board had led the region in advocating for data-driven Vision Zero safety investments citywide, particularly in communities and neighborhoods where the most vulnerable residents were competing with heavy congestion and fast-moving arterials.

Chair Peskin said that over the coming year the Board would help shape Regional Measure 3, which was MTC's planned bridge toll increase measure for 2018, and would look at reasonable ways to ensure that the public realm was being utilized safely and responsibly. He said there was tremendous progress but there was still much to do, and that he wanted to be candid with respect to where city was at, acknowledging its strengths and victories while keeping focus on the work ahead. He said there were numerous challenges, including that Muni trip times are still unreliable, the city's roads continued to need repaving while in a constant state of construction repair and being consistently underfunded, and that Vision Zero goals were still not being fully realized.

He said that to address all of these issues the city was going to need local revenue, and that he had tasked Transportation Authority staff to work with his office and staff from the SFMTA and San Francisco Public Works to identify local sources of funding to ensure the city's achieves the goals outlined in the annual report. He said that the city needed to generate long-term sustainable revenue, whether that comes in the form of a local income tax, a Vehicle License Fee, or a combination of several sources, the Board and the City and County of San Francisco would need to take bold steps to ensure the city's collective success in the year's ahead. He thanked the Commissioners for their work on the Board, as well as in their respective districts.

There was no public comment.

**Chair Peskin called Items 3 and 9 together.**

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

Tilly Chang, Executive Director, said she would forego the Executive Director's Report and instead be presenting the Annual Report.

**4. Approve the Minutes of the January 5, 2017 Meeting – ACTION**

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**5. Election of Chair and Vice Chair for 2017 – ACTION**

Commissioner Yee moved to nominate Commissioner Peskin for Chair of the Transportation Authority, seconded by Commissioner Kim.

There was no public comment.

Commissioner Peskin was elected Chair by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Commissioner Kim moved to nominate Commissioner Tang for Vice Chair of the Transportation Authority, seconded by Commissioner Breed.

There was no public comment.

Commissioner Tang was elected Vice Chair by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

Chair Peskin stated that the Transportation Authority was an important agency, and that members of the Board and the public were not as engaged in the agency's work as they should be. He said as the city was currently considering multiple multi-billion-dollar transportation projects, including Caltrain Electrification, the Central Subway, the Downtown Rail Extension, and an ambitious subway plan, it first needed to have its priorities in order, especially given the changes at the federal level. He suggested having a third party, independent oversight for the Board to use as a resource, similar to the role the Budget and Legislative Analyst's Office plays for the Board of Supervisors. He said that given that the Transportation Authority also was a larger contributor of funding to the SFMTA, he would like the Board to ensure that the SFMTA was meeting the needs of each

of the districts, as well as citywide. He said that since the Board also monitored and acted on state legislation, he would like to have more regular and robust conversations around that. Lastly, he said the Board should consider meeting twice a month and taking on the work normally done at the Finance and Plans and Programs Committee meetings.

Commissioner Breed commented that she was excited about the opportunity to have an independent oversight body that could assist the Board in sorting through the different layers of funding to the numerous transportation projects. She noted that the Transportation Authority also did strategic planning, and said the Board should also take the opportunity to have a more robust discussion about strategic planning and the bigger picture of simultaneously advancing various projects across the city and how they intersect. She said San Francisco wanted to be a transit-first city but it needed to have the infrastructure in place to accommodate that.

Commissioner Tang commented that the Board's work was incredibly important has a lot of funding flowed through the Transportation Authority, and would like to utilize the Board to work better with partner agencies, in particular the SFMTA.

### **Items from the Plans and Programs Committee**

#### **6. Allocate \$6,774,400 in Prop K Funds, with Conditions, for the Downtown Rail Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION**

Maria Lombardo, Chief Deputy Director, introduced the item and Mark Zabaneh, Executive Director of the Transbay Joint Powers Authority (TJPA), who presented the item.

Chair Peskin commented that when the Transbay Transit Center (TTC) was started over a decade ago it was estimated to cost \$800 million, but that currently it was costing over \$2 billion, which included a Commercial Paper loan from the City and County of San Francisco. He noted that TJPA was created under state law but that it had several city officials who served on its Board. He said that by choosing an alignment to the TTC, the city was making a decision for the next 50-100 years in terms of fixed rail infrastructure into the downtown core, and that it was currently estimated at \$4 billion.

During public comment, Roland Lebrun commented there were several issues with the Downtown Rail Extension (DTX), including legal, cost and funding issues. He said regarding legal issues, Senate Bill 916 mandated the project must have the ability to connect the TTC to the East Bay, and that Prop 1A required there to be a non-stop train from the Diridon Station in San Jose to the TTC in 30 minutes. He said if that was not achieved, the project would lose \$557 million in Prop 1A bonds that was allocated for DTX, in addition to \$600 million for Caltrain Electrification. He said the costs for the project also needed to be revisited, and questioned how the Central Subway was only costing \$1.7 billion while DTX was estimated to cost \$4 billion. He recommended that the Board only allocate the approximately \$1 million need to complete the environmental report.

Chair Peskin noted that the Board had received a letter from Mr. Lebrun and asked if the three turns included in the DTX alignment would end up slowing down the trains enough that the 30-minute trip from San Jose to San Francisco would not be achievable. Mr. Lebrun confirmed that was his contention and said there was an alternative alignment that would be able to achieve that.

Jim Haas commented that the existing DTX plan was outmoded and would wall off the west side of Mission Bay and jeopardize the University of California, San Francisco campus. He said the city, the Board, and the Board of Supervisors needed to take more control of the project and

coordinate with each other. He said the Planning Department was conducting the Railyard, Alternatives and I-280 Boulevard Feasibility (RAB) Study which would be producing a report in March that would confirm the inadequacies of the current plan and put forth a viable way to move forward. He said the Board should not approve the allocation as requested and instead should fund work around the TTC and 2<sup>nd</sup> Street tunnel, and ensure there was sufficient funds for the third phase of the RAB study which would be to develop the plan for the final tunnel to bring the trains downtown. He added that when the new tunnel would be connected with the existing tunnel the project cost would be closer to \$6 billion.

Commissioner Sheehy said that from the public comment it sounded like the Board needed to be more involved before providing funding. He said the current DTX alignment did not appear to enable the trains to travel at the necessary speeds and also noted that with the new basketball arena in Mission Bay there would need to be an increase in transit capacity. He said that completing the RAB study and looking at alternative alignments seemed like a good next step for the project.

Chair Peskin stated that part of the reason the allocation request was previously delayed because the Board was interested in seeing the preliminary results from the RAB study and that part of the reason it was currently on the agenda because there were four new members of the Board but that they should be given the opportunity to have more information before making a decision.

Commissioner Ronen asked what the project impacts of continuing the item by a month or two would be. Mr. Zabaneh responded that discussions regarding the allocation request started in June 2016 and that it was brought to the Board in September 2016. He noted that there were a lot of questions raised but that TJPA had responded to all of them, and that since the TTC was nearly complete the TJPA would be shifting focus to the DTX. He said the allocation request was to bring the design to 30% completion, but that they would be waiting for the RAB study to finish and would not be precluding that work. He said the request would fund work on three elements that were common to all of the alignments including work on 2<sup>nd</sup> Street, the train box and the pedestrian connector.

Chair Peskin said that if the item were continued to another Board meeting he would request Planning Department staff to present on the RAB study at the same time.

Commissioner Fewer commented that she would like to continue the item because she had questions regarding the design and would like additional information before making a decision.

Commissioner Kim commented that it was important for the four new Commissioners to understand the issues and noted that it was a complicated project because it involved multiple agencies. She said the concept for the TTC was that it would be a major transportation hub and ideally would connect with high-speed rail but that were a lot of diverging viewpoints over what the alignment should be. She said the current alignment was approved several years prior but that it was now being revisited, which was an important decision but that the requested funds needed to be approved at some point for that to happen.

Commissioner Safai commented that he would like a better understanding of how the funds would be allocated and how the work being funded would affect project decisions moving forward.

Commissioner Tang noted that Planning Department staff had reached out to all of the Commissioners' offices to offer a walking tour along the RAB project location.

Commissioner Sheehy moved to continue the item, seconded by Commissioner Ronen. The item was continued to the call of the Chair.

**7. Allocate \$653,101 in Prop K Funds, with Conditions, to the Bay Area Rapid Transit District for the Balboa Park Station Eastside Connections – Additional Scope Project, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**Items for Direct Board Consideration**

**8. Approve a Resolution in Support of Assembly Bill 87 (Ting) to Curb Illegal Self-Driving Cars – ACTION**

Chair Peskin stated that he introduced this resolution at the January 11 Special Board meeting in support of Assembly Bill 87 to curb, regulate and propose enforcement relative to illegal self-driving cars.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**9. Adopt the 2016 Annual Report – ACTION**

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**Other Items**

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

There were no new items introduced.

**11. Public Comment**

During public comment, Roland Lebrun said that the new presidential administration was putting a strong emphasis on private sector involvement, which would have implications for a new transbay tube. He said that if a second tube were built it would take roughly half of the ridership from the first tube, but that there would likely be extensive shut downs of the old tube for necessary maintenance. He said the Board needed to make sure that San Francisco would be able to connect the Transbay Transit Center to the second transbay tube, and also work with Oakland to ensure an appropriate location would be selected, and that the private sector could help determine that. He said regarding the Downtown Rail Extension, the Passenger Facilities Charges included in the budget were not realistic, but that if the Transbay Transit Center was able to connect to the East Bay there would be more passengers which would increase that revenue.

**12. Adjournment**

The meeting was adjourned at 12:21 p.m.