



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 21, 2017

### 1. Roll Call

Chair Peskin called the meeting to order at 10:06 a.m.

**Present at Roll Call:** Commissioners Cohen, Fewer, Kim, Peskin, Ronen and Safai (6)

**Absent at Roll Call:** Commissioners Breed (entered during Item 2), Tang (entered during Item 3), Sheehy (entered during Item 11), Yee (entered during Item 12) and Farrell (5)

### 2. Chair's Report – INFORMATION

Chair Peskin reported that the details of President Trump's proposed Fiscal Year 2017/18 budget were not a surprise but nonetheless they were disturbing. He said in stark contrast to President Trump's promises to invest in infrastructure during the campaign, the proposed 2017/18 Department of Transportation budget of \$16.2 billion reflected a 13% cut with major impacts to transit, affecting both urban and rural communities alike. He said the budget proposed eliminating all future federal funds for transit Capital Investment Grants (including the New Starts program), which were not already part of previously signed full-funding grant agreements. He said these cuts would severely affect several major transit projects that had already undergone years of review and development and which leverage significant state and local voter-approved funds, including Caltrain's Electrification project, BART's expansion vehicles and train control project, and other local and regional priorities in the pipeline such as Better Market Street, Geary Bus Rapid Transit, and the Caltrain Downtown Extension. He noted that the impact would not be limited to the Bay Area, as the jobs that were associated with these projects spanned across the state and the nation, numbering in the hundreds of thousands. He thanked the representatives from Caltrain, Transbay Joint Powers Authority (TJPA) and the Planning Department who were in attendance at the meeting to speak to several of the projects listed. He added that the city's federal delegation, along with local leaders, were working with their counterparts across the state and nation to oppose the budget and keep current transportation investment programs intact. He said that while the delegation fought for the region's priorities, the roads and transit systems continued to deteriorate, congestion was mounting, and the region continued to grapple with the affordability crisis in addition to sea level rise. He said that even while the region advocated for its priorities, it must do everything possible to advance state, regional and local funding measures for transportation.

Chair Peskin said that earlier in the month, the city held preparatory meetings for the launch of the Transportation 2045 Task Force with the Mayor's office and staff from the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority. He said the diverse Task Force would convene in the spring with a focus on both local revenue and expenditure

options for voter consideration in 2018. He said he had made it a top priority to ensure that community voices were deeply engaged in the process from the outset so that the city was able to learn from successes and failures of the past. He said the overall goal was to present a coordinated proposal that integrated closely with the planned bridge toll measure, Regional Measure 3, that was also targeting the ballot next year. He said that in the meantime, he hoped that the state legislature and Governor Brown could reach agreement on a state revenue package for the beleaguered highways and local roads and transit systems, and noted that strong partnerships across all three all levels of government were needed.

Chair Peskin thanked the SFMTA, Planning Department, and the rest of the Board for their support for the stationless bikesharing legislation he introduced. He said it sent a strong message that San Francisco's urban realm and safety would not be compromised by corporations seeking to privatize the city's public assets while skirting the law. He said he would be introducing another resolution along with Commissioner Fewer calling upon San Francisco's state legislators to allow local jurisdictions like San Francisco to permit, enforce and gather data on the growing ridesharing sector, otherwise known as Transportation Network Companies (TNCs). He said the SFMTA and Transportation Authority had requested data on TNC trips which were denied by the California Public Utilities Commission, which retained sole regulatory authority, while dense urban cities like San Francisco dealt with the impacts of these actions. He said the residents of San Francisco knew from experience that the streets were congested with TNC vehicles that did know the city's road network and perhaps even local road laws, but the city needed data to back up those anecdotal experiences citywide. He noted that certain aspects of the services were beneficial, but as policymakers there were growing concerns about the impacts to transit, congestion, pedestrian and bicycle safety, disability access and the impact to the nearly 2,000 taxi cabs locked into agreements with the City. He said he looked forward to continuing to explore appropriate strategies through the legislation and staff's work on these issues through the upcoming emerging mobility services and technologies policy study that was being conducted.

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.

### **Consent Agenda**

**Chair Peskin severed Items 9 and 11 from the Consent Agenda.**

- 4. Approve the Minutes of the March 14, 2017 Meeting – ACTION**
- 5. [Final Approval] Appoint Myla Ablog to the Citizens Advisory Committee – ACTION**
- 6. [Final Approval] Adopt Positions on State Legislation – ACTION**
- 7. [Final Approval] Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
- 8. [Final Approval] Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to**

**Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

9. **[Final Approval] Allocate \$34,566,349 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, stated that following the March 14 Board meeting, the SFMTA had withdrawn its Prop K application for the design phase funding for the Arguello Boulevard Traffic Signal Upgrades project in order to fund that work with Prop A General Obligation Bond funds.

Commissioner Fewer requested clarification that the 23<sup>rd</sup> Avenue Neighborway project was continued at the March 14 Board meeting in order to have discussions about the development of that project, which Chair Peskin confirmed and noted was reflected in the attachments.

There was no public comment on Item 9.

Item 9 was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai and Tang (8)

Absent: Commissioners Farrell, Sheehy and Yee (3)

10. **[Final Approval] Approve the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION**

There was no public comment on the Consent Agenda.

Items 4, 5, 6, 7, 8 and 10 from the Consent Agenda were approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai and Tang (7)

Absent: Commissioners Cohen, Farrell, Sheehy and Yee (4)

11. **Major Capital Projects Update – Central Subway – INFORMATION**

Luis Zurinaga, consultant, presented the item per the staff memorandum.

During public comment on Item 11, Roland Lebrun requested the Board’s attention on Attachment 2 of the memorandum, as it would inform the conversation for Item 14. He said the line items in the attachment showed the tunnel design contract work at \$8 million and the tunnel construction contract for \$240 million, which was currently \$6 million under budget. He said it would helpful to have a full presentation and potentially a workshop on the Central Subway project including how the project was conceived, its funding, and how was it was being implemented, as it would demonstrate that the city currently had a team that was capable of delivering the Downtown Rail Extension project on time and on budget.

**End of Consent Agenda**

Chair Peskin called Items 12, 13 and 14 together.

12. **Update on the Peninsula Corridor Electrification Project – INFORMATION**

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

**14. Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – INFORMATION**

Michael Burns, Caltrain Modernization Executive Officer at Caltrain presented Item 12; John Rahaim, Director of the Planning Department, presented Item 13, and Eric Cordoba, Deputy Director for Capital Projects, presented Item 14 per the staff memorandum.

Chair Peskin asked for Caltrain's comments on the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study. Mr. Burns replied that Caltrain staff had been working with staff from the Planning Department and Mayor's Office and coordinating information. He said while they had an upcoming meeting to be briefed on the current status of the RAB project, there had not been a briefing recently and that Caltrain's only concerns were the need to preserve its operational and maintenance needs and to meet the needs of its customers. He said in addition to those needs, they had to continue to work within their budget.

Chair Peskin asked if there was an alternative that had been studied relative to the current Townsend Street alignment that could be done without cut and cover. Susan Gygi, RAB Project Manager at the Planning Department, replied that staff had looked at that at the conceptual engineering level and it appeared that some amount of cut and cover was required, but since the Planning Department had not conducted a full engineering assessment, it could not weigh in definitively.

Chair Peskin asked if that would not be possible because it would be too shallow. Ms. Gygi replied that it was a combination of where the tunnel would be located in terms of depth and width, and that having three train tracks would require making the tunnel deeper, after which it would need to rise enough to connect to the Transbay Transit Center. She added it was something that could be considered in the future but currently was not seen as a possibility.

Chair Peskin asked how long and how much of Townsend Street would need to be under construction. Ms. Gygi replied that it would approximately be between 2<sup>nd</sup> and 7<sup>th</sup> Streets, but deferred to TJPA for duration.

Chair Peskin said it was his understanding that if the city chose the 3<sup>rd</sup> Street alignment, given the depth of the Mission Bay station at 120 feet, there could be enough distance that by the time the tunnel reached 2<sup>nd</sup> Street it would match the grade of the current alignment. Mark Zabaneh, Executive Director at TJPA, replied that the engineering study would take that into consideration, and that depending on the information provided from the RAB study for the 3<sup>rd</sup> Street and Pennsylvania alignments, if there was a grade difference that needed to be made it would be adjusted.

During public comment, Roland Lebrun stated that his recommendation for Caltrain Electrification, much like Downtown Rail Extension (DTX), was that it needed be rethought. He said Caltrain should cancel both construction contracts and focus on the Electric Multiple Unit procurement that could hopefully would have the right passenger capacity. He said regarding DTX, the 3<sup>rd</sup> Street alignment was a better option but that there were issues in the south end of the project. He said it would not be able to go under the freeway and that there were issues with the station location, but the solution would be to locate the station on 2<sup>nd</sup> Street between 16<sup>th</sup> and Townsend Streets, as it would be less impactful. He said he was opposed to additional funding for the studies, as the design contingency was listed at \$200 million.

Jim Patrick commented that the Caltrain Electrification project needed to be rethought and that it should utilize hybrid trains that run on both electric and diesel, which would allow them to go travel from the Transbay Transit Center down to the Gilroy Station and would solve multiple problems. He said regarding the RAB study, the city had built many high rises downtown but had yet to connect public transportation systems, and said it was not a 100-year decision as technology could provide new options. He said that Planning Department staff had mentioned land acquisition and maximizing value, which he felt was poor policy as it would lead to designing projects based on the best land source. He said public policy should be about the best solution available rather than maximizing land value.

Bruce Agid commented that he was chair of the TJPA Citizens Advisory Committee and a member of the RAB Citizen Working Group (CWG) and High-Speed Rail working group. He said he fully supported the Prop K allocations requests as the work would fund design elements for DTX that would be used for all three alignments. He said it was critical to minimize cut and cover for DTX as that construction method would significantly affect neighborhoods and Muni service. He said he was concerned about the \$647 million funding on hold for Caltrain Electrification, in addition to the annual operating deficit for the Transbay Transit Center, and noted that people might question the urgency to authorize the Prop K funding now. Mr. Agid said despite these concerns, the economic vitality and quality of life of both the region and state depended on robust transportation infrastructure and therefore needed to find a way to have it built regardless of political gridlock. He said he had confidence that local elected leaders and regional agencies involved in transportation funding would find a way to fund Caltrain electrification, and that in the meantime the 30% design for DTX needed to be complete as soon as possible so that the Board could have the necessary information to decide on an alignment. He said that once an alignment was chosen, the city would have clarity on next steps and a path forward.

Jim Haas commented that the allocation requests demonstrated that the plan for DTX was outmoded but it made sense to fund the portion of the work that would be common to all potential alternatives. He said he supported the proposed allocation requests, particularly the \$200,000 request for the Transportation Authority to oversee and coordinate the project as it was very complicated and involved a variety of agencies which were not on the same page. He said the requests were a major step forward for the project and that the goal should be to have a plan for bringing the trains downtown that everyone could buy into within a year. Mr. Haas said despite the funding issues at the federal level, the city should continue the work as federal political support for transportation funding would change over time.

Bob Feinbaum, Chair of Save Muni, commented that he fully supported growing Caltrain ridership and that the Caltrain Electrification project seemed to have a great deal of support. He said in the unlikely circumstance that the full funding grant agreement was not approved, Caltrain should look at dual mode locomotives as a way to get trains to the Transbay Transit Center. He expressed support for the Prop K allocations for the engineering studies, and said it was important to continue with the common element portion of the work. He said regarding the RAB study, it was only supported due to funding from the Metropolitan Transportation Commission and that smaller towns around the Bay Area likely did not know they were contributing to it.

Adina Levitt, member of the RAB CWG and representing Friends of Caltrain and Friends of DTX, encouraged the Board to support the funding requests and move the DTX project forward. She said she was glad to hear that there was a backup plan for funding Caltrain

Electrification, as it was the most shovel ready project in the country. She said regarding RAB, a preferred alternative should be selected by the end of the year, and that it was a good idea to have projects ready when federal funding became available.

A member of the public from District 3 commented that he was representing several Caltrain riders who could not attend, and that they supported bringing Caltrain downtown as it would favorably impact many peoples' commutes.

Peter Straus, a member of San Francisco Transit Riders, commented that he supported the proposed allocations and keeping the DTX project moving forward. He said DTX was the highest priority after the Central Subway project, and encouraged the city to have backup funding plans. He said the city was invested in the Transbay Transit Center and that the requested funding would benefit all the projects.

Gerald Cauthen commented that he supported the proposed allocations and noted that TJPA could likely use additional funding. He commented about slow progress on the RAB study, noting that the RAB study was three years in but had not produced any numbers and was still only looking at planning concepts. He said it was necessary to use the cut and cover method for the north end of 2<sup>nd</sup> Street since the tracks widened to 165 feet and it was not possible to tunnel 70 feet underground and 165 feet wide. He said given the funding situation, it might be a good idea to look at some of the items for the DTX project that were added due to political pressure or from the high-speed rail project. He said many of the items would be nice to have but could be delayed until high-speed was near completion to reduce the cost of DTX.

## **Other Items**

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

Chair Peskin introduced a resolution together with Commissioner Fewer urging the state legislature to amend the California vehicle and public utilities codes to enable local California jurisdictions to access trip data for TNCs and to permit and conduct enforcement of TNCs as warranted to ensure safety and access and to manage congestion.

There was no public comment.

### **16. Public Comment**

During public comment, Roland Lebrun commented that the Downtown Rail Extension was on the Citizens Advisory Committee (CAC) agenda for the following night as information but on the consent agenda. He said the item should not be on consent as it needed a full presentation from the TJPA to the CAC explaining the project and leading to a robust discussion to help inform the Board when the item came back for approval.

Andrew Yip spoke about self-control.

### **17. Adjournment**

The meeting was adjourned at 11:17 a.m.