



# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 26, 2017

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

**Absent at Roll Call:** Commissioners Farrell (entered during Item 3), Cohen and Sheehy (3)

### 2. Chair's Report – INFORMATION

Chair Peskin reported that he was pleased to join the SF Transit Riders and several Commissioners at the kick-off of Transit Week at City Hall. He said there were many terrific speakers from the Board, as well as from the city's state delegation and leaders and members of local and regional transit agencies. He said that for generations San Francisco had recognized that transit was essential to the city's environment, economy, affordability and public health, and that maintain and growing safe and efficient transit systems was part of the Board's job. He said for transit-dependent community members, the ability to ride transit late at night or to access medical care made a huge difference in their quality of life. Chair Peskin noted that with rising congestion on the city's streets and transit systems, the city needed to do everything possible to support and prioritize public transportation. He said this included ensuring that development projects contribute their fair share to transportation infrastructure, giving buses and trains signal priority and dedicated lanes, and ensuring adequate funding for maintenance, operations and expansion. He said that regarding funding, he was pleased to report that the state legislature had passed Senate Bill 595, the bill to authorize Regional Measure 3 bridge tolls for the Bay Area. He said it was awaiting Governor Brown's signature and would enable the Metropolitan Transportation Commission to work with the city to place it on the ballot in all nine regional counties in 2018. He said the bill required comprises, but ultimately would fund many of the city's priorities, including expanding transit in the region's core. He thanked Assemblymembers Ting and Chiu and Senator Wiener and the rest of the Bay Area legislative caucus for moving the legislation forward. He noted that locally, there was continued work on the Transportation 2045 Task Force to examine revenue options and expenditure plans for a local transportation measure in 2018, which would provide near-term funding to address at least an initial \$100 million in local needs. He said this would be a first step in a long-term financing plan to accommodate the city's growth and maintain the city's existing transit and road infrastructure.

Chair Peskin said that in addition to stable and adequate funding, transit also needed on-street conditions and supportive policies to ensure safety and reliability. He said he appreciated the hearing on congestion called for by Commission Sheehy at the Board of Supervisors' Land Use

and Transportation Committee. He said the presentations from the various agencies involved were very concerning, and that despite significant growth in population and jobs, he was shocked to learn that about the high number of congestion-related traffic citations that the San Francisco Police Department was giving to transportation network companies (TNCs) such as Uber and Lyft. He said the reports showed that TNCs accounted for two-thirds of overall violations such as driving in bus and bicycle lanes, failure to yield to pedestrians, and illegal turns on commercial streets. He said many constituents had already communicated these traffic experiences, but the data to back it up was dramatic. Chair Peskin said that at the hearing he had stated that the city was determined to find a way to obtain local authority to manage the TNC activity and call on the help of the state legislature and Attorney General to make that happen. He noted that it was a matter of public safety and public health, as other Supervisors had declared at the Committee meeting. He added that the Mayor of London also recently decided to not renew Uber's operating license in that city, noting that the TNC companies need to play by the rules as the safety and security of customers must be paramount.

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**

- 4. Approve the Minutes of the September 12, 2017 Meeting – ACTION**
- 5. [Final Approval] Appoint Hala Hijazi to the Citizens Advisory Committee – ACTION**
- 6. [Final Approval] Allocate \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions – ACTION**
- 7. [Final Approval] Program \$17,980,000 in San Francisco's One Bay Area Grant Cycle 2 Funds to Two Projects and Amend the Prop AA Strategic Plan – ACTION**

There was no public comment.

Commissioner Tang moved to approve the Consent Agenda, seconded by Commissioner Safai.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

Absent: Commissioners Cohen and Sheehy (2)

### **End of Consent Agenda**

- 8. [Final Approval] Authorize the Issuance and Sale of Senior Limited Tax Bonds in an Amount Not to Exceed \$255 million, the Execution and Delivery of Legal Documents Relating Thereto, and the Taking of All Other Actions Appropriate or Necessary in Connection Therewith – ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item.

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

Absent: Commissioners Cohen and Sheehy (2)

**9. [Final Approval] Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – ACTION**

There was no public comment.

Commissioner Ronen moved to approve the item, seconded by Commissioner Safai.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

Absent: Commissioners Cohen and Sheehy (2)

**10. Downtown Extension Tunneling Study Report – INFORMATION**

Mark Zabaneh, Executive Director at the Transbay Joint Powers Authority (TJPA), introduced the item and Keith AbeyAbey, Senior Associate at McMillen Jacobs Associates, who presented the item.

Chair Peskin asked about the proposed reduction in the cut and cover method. Luis Zurinaga, Consultant for the Transportation Authority, replied that the Railyard Alternatives and I-280 Boulevard Feasibility (RAB) Study concluded that it was possible to eliminate all cut and cover between the intersection of 4<sup>th</sup> and Townsend Streets to the throat of the tunnel before it enters the Transbay Transit Center. Chair Peskin asked for clarification that it was up to the throat but not including the throat. Mr. Zabaneh replied that it was possible to do the throat as well, but that preliminary findings had shown it be costly and therefore it needed to be better analyzed for cost-effectiveness.

Chair Peskin asked for the cost estimates to eliminate cut and cover from the throat section. Mr. Zabaneh replied that preliminary cost estimates to eliminate cut and cover along Townsend Street was approximately \$35 million in today's dollars and only included construction costs. He said this appeared to be feasible and looked promising. He said that a very preliminary estimate to eliminate cut and cover for the throat structure altogether would be in excess of \$200 million in today's dollars and only covered construction costs. He said TJPA had less confidence in that cost estimate because the risks associated with that section were much greater than the Townsend Street section. He said they would take a closer look at the findings and decide if the cut and cover could be eliminated altogether or reduced as much as possible.

Chair Peskin said that it appeared from the RAB study that the current alignment or something similar to it would be the preferred alternative. He said he was adamant about eliminating or greatly reducing the amount of cut and cover used so as not to destroy the neighborhood, as Second and Howard Streets were a part of the downtown core and that having it under construction for four years after enduring the Transbay Transit Center construction would be devastating. He said to the extent it was fiscally feasible, the Board should encourage TJPA and Transportation Authority staff to pursue eliminating cut and cover.

Commissioner Fewer asked for clarification on the cost of eliminating cut and cover at the intersection of 4<sup>th</sup> and Townsend Streets. Mr. Zabaneh replied that the Townsend Station would still remain cut and cover as it would only be two feet below ground and it appeared that station could not be mined. He said eliminating cut and cover from the Townsend Station to Second Street would cost an estimated \$35 million, and that they were now confident that area could be

mined.

Commissioner Kim stated that the Planning Department had requested to meet with her office to discuss the RAB Study and noted that they were exploring a tunneling option for the Downtown Rail Extension (DTX), including concepts of future development of the 4<sup>th</sup> and King Railyard and possibly parcels along I-280. She asked how TJPA was working with the Planning Department in that endeavor. Mr. Zabaneh replied that TJPA was working closely with the Planning Department and that they had shared information on the study and solicited comments from TJPA. He said the Planning Department was ready to make a recommendation and would leave it to them to provide recommendations to the Board and policymakers on what would be the best alignment.

Commissioner Kim asked if TJPA was evaluating cost projections for each of the alignments. Mr. Zabaneh replied that they had cost and schedule data for each alignment, and were generally in agreement with the Planning Department. Commissioner Kim asked if the mining on Second Street would go deep enough underground so as not to disturb the utilities. She noted that the city was also investing in improvements to Second Street Market to King Streets and wanted to make sure the mining would not interfere or disturb any of the improvements along the corridor. Mr. Zabaneh replied that the mining should not interfere with the Second Street paving and sidewalk improvement project, except at the throat structure, which depended on how much cut and cover needed to be done. He said in general, mining had less impacts on utilities than cut and cover so they were not currently expecting a lot of utility relocation on that section. He said there would be some impacts to other infrastructure but they were studying how to minimize them.

Commissioner Kim asked for the pros and cons of cut and cover versus tunneling, and whether one option provided the ability to make tunnels wider. Mr. Zabaneh replied that cut and cover was an easier construction method because it enabled excavation from the top and could be accomplished with less risk, while mining was less disruptive on roadways and to the public, but was more complicated. He added that both methods could achieve the same results in terms of number of tracks. Mr. Abey added that it had a lot to do with the width and depth of the tunnels, and noted that the DTX project would be constrained at both ends, with the Transbay Transit Center at the northern end and the Townsend Station at the southern end. He said those two ends were shallower and therefore better suited for the cut and cover method, while the middle segment on Second Street had a deep alignment and good rock, which was why mining was originally considered a better option.

Commissioner Kim asked for clarification that the RAB Study assumed the same tunneling options for the different alignments. Mr. Zabaneh confirmed that the alignments were examined using the tunnel boring machine method, which was one of methods to be used for DTX, the other being sequential mining. He added that the Central Subway project used a combination of both.

Commissioner Kim said that she did not feel comfortable with multiple agencies considering different alignments and not collaborating, when one of the alignments had already been studied and approved in the Environmental Impact Report (EIR). She said she looked forward to a final decision being made and ensuring that Caltrain and Caltrans were supportive of the alignment the city wanted to move forward with.

During public comment, Roland Lebrun stated that there was new technology available to construct the BART pedestrian connector which could save \$100 million. He said it was disappointing that TJPA's presentation did not address any of the issues that the Planning

Commission raised in March 2015. He said that the Central Subway Project had demonstrated that tunnel boring was successful in that it was done on time and on budget for \$218 million, while all of the issues were with the sequential mining which was now being proposed for Townsend Street. He said he had generated a new alignment that eliminated all of the aforementioned issues, including the throat structure on Second Street, and that its only impact would be a temporary bridge from Minna to Nitoma Streets. He said by relocating the Townsend Station to Seventh Street it would provide an advantage in connecting to a future second transbay tunnel and would offer seamless connections between Caltrain and BART.

A member of the public commented that there was too much construction happening in the city and that even the pyramid building was leaning. He said the city needed to be careful with constructing new buildings on top of old buildings and that construction from the 1800s could cause problems.

Rob Birmingham commented that he was the single most impacted owner of real estate as a result of the DTX. He said he had previously met with TJPA staff but could not find agreement on an alignment that minimized impacts to his property, so he hired another engineering firm from Spain to distribute to the Board. He said the engineering firm had proposed a technique that was not included in the project EIR but would be much cheaper to build and had been vetted by railway logistics firms. He said the proposal concluded that only two tracks were needed to go into the TTC and relied on track radiuses from Cologne Germany which had a more complex underground system. He said the alternative being proposed would have tunnel boring machines go through Second Street but avoiding Howard Street. He said he had owned the properties for over 20 years and that if there was open excavation at Second and Howard Streets it would significantly disrupt the city. He said the likely reason a third track was proposed by TJPA was that it was requested by Caltrain years prior, but that his proposal showed two tracks would perform with the same capacity as three tracks by utilizing four platforms instead of six.

Chair Peskin commented that he was not familiar with the consultants that created the proposal and that given it was all new information he would propose a meeting with Mr. Birmingham, Mr. Zurinaga, Commissioner Kim, and TJPA and Transportation Authority staff. Mr. Birmingham stated that it was one of the largest engineering firms in the world and had significant tunneling experience in Asia. He said the firm took several months to put together the proposal, and that the findings were confirmed by other consultants. Chair Peskin asked for confirmation that the radius being proposed by this firm would avoid the buildings he owned which would therefore avoid them being taken by eminent domain. Mr. Birmingham said that was partly correct in that he would lose three buildings on Second Street no matter what alignment was chosen as they were part of the curve. He said he was supportive of DTX but asked that TJPA revert back to the original EIR which would avoid him losing an additional two buildings, one on Second Street and one on Howard Street, which had several high-profile tenants.

Chair Peskin stated that he was pleased that the TJPA and Transportation Authority had taken the Board's input seriously in seeking to eliminate cut and cover.

**11. 2017 San Francisco Transportation Plan Update – INFORMATION**

Camille Guiriba, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

**12. Update on ConnectSF – INFORMATION**

Jeff Hobson, Deputy Director for Planning, presented the item per the staff memorandum.

Commissioner Fewer asked if the outreach was primarily conducted in English with simultaneous translation or if it was held completely in another language. Mr. Hobson replied that some outreach meetings were conducted completely in another language. Camille Guiriba, Transportation Planner, added that some of the pop up outreach events held in the spring had simultaneous translation in Cantonese and Spanish. She said there were also three smaller focus groups which were conducted completely in other languages, including Cantonese, Spanish and Russian. Commissioner Fewer commented that from her experience, interpretation of simultaneous translation was only 70% at best, which for community members of District 1 would not be a comfortable venue. She said a preferred setting would be outreach completely in their native language and wanted to be sure staff was sensitive to that.

There was no public comment.

### **Other Items**

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

There were no new items introduced.

#### **14. Public Comment**

During public comment, Andrew Yip spoke about personal cultivation.

#### **15. Adjournment**

The meeting was adjourned at 11:30 a.m.