



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 22, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Ronen, Stefani and Yee (6)

Absent at Roll Call: Commissioners Tang (entered during Item 2), Kim (entered during item 3), Safai (entered during Item 4), Cohen (entered during Item 10) and Sheehy (entered during Item 10) (5)

2. Chair's Report – INFORMATION

Chair Peskin reported that he was pleased to share the news of several major state grants that San Francisco and the region received from the state's Transit and Intercity Rail Capital Program and California Transportation Commission's Senate Bill (SB) 1 competitive grants programs. He said SB 1 was the state's gas-tax package that was approved last year to maintain and improve highways, city streets, and transit systems and that the Transit and Intercity rail program was also funded by cap and trade revenues which were extended by the legislature and governor last year. He said San Francisco transit passengers would greatly benefit from three key rail improvement projects, including \$318 million for new BART cars and train control system, \$165 million for additional electrified Caltrain rail cars and station capacity improvements, and \$27 million for 8 new MUNI light rail vehicles. Chair Peskin said the state also awarded \$6.8 million from the Local Partnership Program competitive program to San Francisco Public Works for the construction of Jefferson Street Improvements in District 3. He said other Bay Area SB 1 grants benefiting San Francisco included \$14 million for AC Transit to purchase zero-emission buses for its Transbay service, \$15 million for SamTrans to purchase vehicles for new express bus routes to and from San Francisco, and \$200 million for San Mateo County to construct express lanes along US 101. He thanked the Mayor, San Francisco Public Works, Transportation Authority staff and the legislative delegation.

Chair Peskin said SB 1 was just one of several sources of transportation funding that was helping to address the billions in transportation infrastructure needs in San Francisco. He said if approved, Regional Measure 3 would increase revenues to finance a \$4.5 billion-dollar program of highway and regional transit improvements in the nine Bay Area counties but would not completely accommodate the growing mobility needs of the Bay Area. He thanked the Board of Supervisor's Land Use and Transportation Committee for voting in favor to increase the city's local transit sustainability fee.

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 Item 8 from the Consent Agenda.

4. Approve the Minutes of the May 8, 2018 Meeting – ACTION

5. [Final Approval] State and Federal Legislation Update – ACTION

6. [Final Approval] Approve San Francisco's Lifeline Transportation Program Cycle 5 Program of Projects – ACTION

7. [Final Approval] Allocate \$2,376,680 in Prop K Sales Tax Funds and \$655,000 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions – ACTION

8. [Final Approval] Adopt the Vision Zero Ramp Intersection Study Phase 1 [NTIP Planning] Final Report – ACTION

During public comment Ted Olson said he was a third-generation San Franciscan and was a member of the Vision Zero Task Force. He spoke in support of the item and said he was impressed with the city's proactive response to such an important topic. He said he was in favor of the use of surveys to gather community impressions and commended the Vision Zero team.

Commissioner Kim moved to approve Item 8, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

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

Absent: Commissioners Cohen and Sheehy (2)

9. [Final Approval] Adopt the 2019 Prop K Strategic Plan Baseline – ACTION

There was no public comment on the remaining Consent Agenda items.

Commissioner Yee moved to approve Consent Agenda items 4-7 and 9, seconded by Commissioner Tang.

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

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

Absent: Commissioners Cohen and Sheehy (2)

End of Consent Agenda

10. Update on the Rail Alignment and Benefits (RAB) Study– INFORMATION

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

Ron Miguel, chair of the RAB Study Citizens Working Group (CWG), said it was his pleasure to speak on behalf of the CWG. He said the members of CWG represented a large segment of the city geographically, particularly those areas which would be most impacted by the project. He said the CWG was intimately involved in all areas of transit, local and regional, and fully understood the complexities in moving the project forward. He said the RAB study was established by the Planning Department three years ago and that the CWG started in August of 2016. He said the

CWG was charged with looking comprehensively at possible solutions to bring high-speed rail and electrified Caltrain service into the Salesforce Transit Center, which would open later this year. He said the CWG did walking tours, station tours, discussed efforts and effects on Mission Bay, system capacity, sea level rise, alignment options, railyard reconfiguration or relocation, other land-use and urban form used, as well as the opportunities that would be made for housing and office space. He noted that any questions regarding I-280 were disposed of earlier on and did not impact any of the three alignments that were worthy of being studied. Mr. Miguel said the selection of the Pennsylvania route was unanimous and that coordinating the downtown rail extension, high-speed rail and electrification of Caltrain was a once in a hundred-year decision.

Chair Peskin thanked the CWG for its work and said the Transportation Authority would be intimately involved in an oversight and collaborative role. He said it would be important that all of San Francisco be involved and asked when a public meeting would be held and when the Transportation Authority Board would be able to make a final decision.

Director Rahaim said a public meeting was scheduled for that night at 6:00 p.m. and that their intention was to present to various boards and commissions over the following few weeks. He said the Planning Department wanted to hear from the public and other agencies and receive their feedback on the staff recommendation before the city took a final position. He said the goal was to return to the Board and the Mayor either in late July or right after the Board of Supervisors summer recess, in September.

Commissioner Fewer asked where the two possible new railyard sites would be located.

Director Rahaim said he could not mention the exact locations because the properties were privately owned but stated that the two sites were in properly zoned areas that could accommodate a railyard.

Commissioner Fewer asked if both sites were within ten minutes of the terminal, and whether one site was located within the city and the other outside of the city.

Director Rahaim replied in the affirmative to both questions and noted that Caltrain had provided the requirement that the railyard be within ten minutes of the terminal.

Commissioner Fewer asked if the owners of the private property owners would be willing to sell.

Director Rahaim said that at this point there was no way of knowing and that this question would be pursued in the future.

Commissioner Safai stated that the presentation provided to the Board was extremely helpful and that the information was provided in a clear and concise manner that would allow the Board to make informed decisions. He thanked the Planning Department for its hard work.

During public comment Roland Lebrun said he believed the project was moving the right direction but was concerned with the lack of storage space for trains. He said that one or possibly two tunnels would be abandoned that had the capacity to store eight trains between Cesar Chavez and Mariposa Streets. He said with the recommendation to use the Pennsylvania alignment, it was now time to rethink where Townsend station would be located. He said the logical place was to locate it on 7th Street, which would allow it to serve UCSF, Mission Bay, Potrero Hill and other parts. He suggested spending \$900 million, instead of \$4.7 billion, to connect Townsend Street to the Salesforce Transit Center.

Ted Olson said it was an honor to serve on CWG and commended Director Rahaim on the way he conducted, chose and worked with all the participants. He thanked the Planning Department

staff for leading the CWG through the entire process. He said it was important to note that the proposed plan was a regional plan and that San Francisco could possibly have one million residents by the time the project was completed.

Gerald Cauthen said the goal was to get Caltrain extended without any unnecessary delays and was glad to see earlier proposals that were highly disruptive to the extension of Caltrain withdrawn. He said there were two options to keep the current railyard which weren't adequately considered in the RAB Study: one was to shrink the railyard from 14 to 9 tracks and the other option was to depress the railyard 30 feet. He said he was against the plan to keep the I-280 overpass and thought it was a good decision to destroy it.

Bob Feinbaum, representative of Save Muni, said he was a supporter of the Caltrain Downtown Extension and he wanted it to be done as quickly and inexpensively as possible. He said he had no problem with the Pennsylvania Avenue alignment nor with grade separation. He said San Francisco should commit to the extra \$2.1 billion to implement grade separation to accomplish the city's goals.

After public comment, Chair Peskin said the Board was deeply committed to getting the downtown extension into the Transbay Transit Center and that there was much more to come over the months and years ahead. He said it was the job of the Board to remain intimately involved to ensure the project would be delivered as close to the schedule and budget as possible.

11. Update on San Francisco Municipal Transportation Agency's Wheelchair Accessible Taxi Incentive Program and Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service Program – INFORMATION

Commissioner Fewer moved to continue the item to the June 26, 2018 Board meeting, seconded by Commissioner Safai.

Item 11 was continued without objection.

There was no public comment.

12. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2018 – INFORMATION

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

There was no public comment.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 10:53 a.m.