



DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, December 9, 2014

1. Roll Call

Chair Mar called the meeting to order at 10:07 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Campos, Kim, Mar and Yee (5)

2. Citizen Advisory Committee Report – INFORMATION

Brian Larkin, Citizens Advisory Committee (CAC) member, reported that at its December 2 meeting, the CAC considered and unanimously passed Items 8 and 9 from the agenda. Mr. Larkin expressed concern over the Geary Corridor Bus Rapid Transit's \$209 million funding gap as presented as part of Item 9. On Item 7, he asked Commissioners to ensure the High-Speed Rail Authority and the Peninsula Corridor Joint Powers Board would reach an agreement on platform heights at shared stations.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the November 18, 2014 Meeting – ACTION

4. Recommend Programming of \$4 Million in Prop K Funds to the Quint-Jerrold Connector Road Project via a Fund Swap with an Equivalent Amount of Federal Transit Administration Funds from the Peninsula Corridor Joint Powers Board, and Committing to Allocate the Prop K Funds for Construction of the Connector Road, with Conditions – ACTION

There was no public comment.

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

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

End of Consent Calendar

5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Commissioner Campos asked how many District 9 residents applied. Mr. Pickford responded that two applicants, Catherine Orland and Santiago Lerma, were District 9 residents.

Chris Waddling, Mr. Lerma, and Howard Strassner spoke to their interests and qualifications in being appointed to the Citizens Advisory Committee (CAC).

During public comment, Gilbert Criswell expressed his support for Mr. Waddling and Mr. Lerma, and asked commissioners and CAC members to support the Central Subway extension to North Beach and Pier 39. Brian Larkin expressed his support for Mr. Waddling.

Commissioner Campos emphasized the importance of the CAC in representing diverse interests in transportation policy and investment, and thanked Glenn Davis for his service as CAC chair. Chair Mar said that he had a note from Commissioner Cohen expressing her support for appointing Mr. Waddling. Commissioner Campos noted Mr. Strassner was from District 7, which was currently represented on the CAC. Commissioner Campos moved to recommend appointment of Mr. Lerma and Mr. Waddling, seconded by Commissioner Kim. The motion to recommend appointment of Santiago Lerma and Chris Waddling to the CAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

6. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Winston Parsons and Jason Jungreis spoke to their interest and qualifications in being appointed to the Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC).

Chair Mar spoke in support of Mr. Parsons, citing his public advocacy and community work for the Geary Corridor BRT project, bikes, and youth, as well as his ability to represent District 2 neighborhoods. He added that such wide representation was important for a project that affected as many people as the Geary BRT project.

Commissioner Campos thanked both applicants and noted that Mr. Parsons had done great work in his service to the GCAC, especially in his outreach to youth and seniors.

There was no public comment.

Commissioner Campos moved to recommend reappointment of Mr. Parsons, seconded by Commissioner Kim. The motion to recommend reappointment of Winston Parsons to the GCAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

7. Major Capital Projects Update – Caltrain Early Investment Program – INFORMATION

Luis Zurinaga, Project Management Oversight Consultant for the Transportation Authority, presented the item per the staff memorandum.

Commissioner Kim asked if San Francisco's \$60 million contribution to the program funding was part of its Peninsula Corridor Joint Powers Board (PCJPB) member contribution, and if so, what percentage of the entire early investment program budget it represented. Mr. Zurinaga responded that it was, and that it represented 4% of the total budget. Commissioner Kim asked if the proportion of PCJPB member contribution was evenly distributed among the three member counties, and Mr. Zurinaga confirmed it was.

Commissioner Kim asked about the function of paralleling and switching stations, and Mr. Zurinaga explained a paralleling station would relay signals, and a switching station would operate switches for the tracks. Casey Fromson, Government Affairs Officer at Caltrain,

explained that both types of stations were part of the electrification system and were wayside facilities that would help regulate the energy throughout the corridor.

Commissioner Kim asked whether the station in San Francisco on the map in the presentation was at the 4th and King or the Transbay Terminal site, and Ms. Fromson responded that it was the 4th and King site as the project location did not extend to the Transbay Terminal.

Chair Mar asked if Caltrain was working on closing the shortfall between Caltrain's agency-wide goal for Disadvantage Business Enterprise (DBE) participation of 12% and its actual participation of 8% for the third quarter of Fiscal Year 2013/14. Ms. Fromson responded it was but also clarified that the DBE goal for the electrification project was 5%.

Commissioner Kim asked about the reason for the cost increase. Mr. Zurinaga explained that at least \$150 million of the cost increase could be attributed to escalation and that the changing construction environment also increased the cost. Ms. Fromson noted that having to construct on an active rail line added to the cost as well.

Commissioner Campos asked how and when Caltrain would address the compatibility issue of its electric rail vehicles with High-Speed Rail (HSR). Ms. Fromson responded that Caltrain was working with the California High-Speed Rail Authority (CHSRA) to analyze trade-offs and implications of different vehicle options in terms of cost, capacity, and service. She added that Caltrain will update funding partners and policy makers on a monthly basis, including the Board of Supervisors Land Use and Economic Development Committee, and Caltrain will present the staff recommendation between March and May 2015.

During public comment, Roland Lebrun noted that the CHSRA Board had not changed its vehicle specifications when it adopted the blended system. He suggested that commissioners look into the factory train option for electrification, which would significantly decrease the budget, speed up the schedule, and increase the DBE participation.

8. Recommend Allocation of \$32,081,988 in Prop K Funds, with Conditions, and Allocation of \$2,585,624 in Prop AA Funds, with Conditions, for Ten Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs – ACTION

Seon Joo Kim, Senior Transportation Planner, presented the item per the staff memorandum. She noted that subsequent to the mailing of the Committee packet, the San Francisco Municipal Transportation Agency (SFMTA) withdrew a \$1,600,900 Prop K request for the Muni Metro East Paint and Body Shop and Historic Car Storage Structure to further its internal discussion of scope elements.

Commissioner Mar asked whether the new 60-foot trolley buses might also be available for the 5-Fulton route. Craig Raphael, Transportation Planner for SFMTA, replied that SFMTA had the flexibility to distribute the new buses throughout the system; however, at present, SFMTA used 40-foot trolley buses on the 5-Fulton, so it would not place new 60-foot buses on that route.

Commissioner Mar asked about different styles of the cycle track, such as those planned for Market Street (currently proposed for Prop K) and Masonic Avenue (as part of the OneBayArea Grant-funded project), as well as those implemented in New York City, and whether SFMTA would take lessons learned from the Market Street pilot and apply them to other locations, including Masonic Avenue. Mr. Raphael replied that the Market Street cycle track would be

raised for better visibility and protection and would be evaluated as a pilot. He confirmed that lessons learned would be used to inform future projects.

There was no public comment.

Commissioner Breed moved to amend the item to reflect the removal of SFMTA's request for Muni Metro East Paint and Body Shop and Historic Car Storage Structure and to recommend allocation of \$30,486,088 in Prop K funds, with conditions, and allocation of \$2,585,624 in Prop AA funds, with conditions, for nine requests, seconded by Commissioner Campos.

The amendment to the item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

9. Recommend Allocation of \$872,859 in Prop K Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Geary Bus Rapid Transit (BRT) Environmental Review and Initial Construction Phase Improvements Planning, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule and Amendment of the Relevant 5-Year Prioritization Program – ACTION

Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Mar discussed the importance of the Geary Corridor, noting that it carried more riders than Caltrain, light rail systems, and many transit lines west of Chicago. He added that the Geary line did so without subway or light rail, helping large numbers of people to get around, and that this project would better connect the Richmond area to the rest of the city at a fraction of the cost of light rail.

During public comment, Winston Parsons voiced support for the near-term improvements to the Geary Corridor. He also asked whether a new signal at Cook Street would be included in the near-term improvements. Britt Tanner, Project Manager at the San Francisco Municipal Transportation Agency, replied that she would check the near-term project design and provide a response.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Campos (1)

10. T-Third Phase 3 Concept Study – INFORMATION

Bob Masys, Senior Engineer at the Transportation Authority, and Paul Bignardi, Manager of the Interagency Study Team at San Francisco Municipal Transportation Agency, presented the item per the staff memorandum.

Chair Mar asked how the availability of the Pagoda Theater site would impact the project. Mr. Bignardi responded that any large, off-street site would be advantageous for construction staging and less disturbance to traffic. Mr. Masys stated that two Central Subway construction sites demonstrate the differences: the Chinatown station site is off-street, allowing traffic to flow on Stockton Street, while the Union Square station site is in the road, requiring traffic closures for an extensive time.

Chair Mar thanked the study team for the thoroughness of the study and stated that the project appeared to be beneficial, but would need to be considered in context of all city transit priorities given its expense. Mr. Masys agreed and stated that the project would be evaluated in that context during the upcoming planning efforts noted in the presentation, and that the Board would be kept informed of these processes.

During public comment, Bruce Agid with Central Subway extension advocacy group SFNextStop.org and South Beach-Rincon Hill-Mission Bay Neighborhood Association spoke for both groups in their support of the study's findings. He said in addition to the benefits highlighted in the study, the extension would provide a complete connection to neighborhoods in the eastern side of the city, from Visitacion Valley to Fisherman's Wharf, providing access to jobs, medical services, hotel, and convention facilities. He said the extension would serve latent demand and reduce automobile traffic, improving safety and the environment, and making for a more livable city. He said both groups support the next steps, but also recommend that the city investigate the opportunity to obtain rights for future station locations such as the Pagoda site in order to minimize neighborhood disruption during construction.

Roland Lebrun seconded Mr. Agid's comments. He also stated that the one-way loop option would be infeasible due to difficulties of planning for emergency evacuations without cross passages.

Gilbert Criswell commented that the support of the neighborhoods and transit riders for expanding the system showed the system's value, and he encouraged the Commissioners to support taking the project forward.

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

Gilbert Criswell commended San Francisco voters for passing Propositions A and B in the November election and he advocated for seniors and people with disabilities to be able to ride Muni for free.

13. Adjournment

The meeting was adjourned at 11:24 a.m.