



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 7, 2016 Special Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:07 p.m.

CAC members present were Myla Ablog, Brian Larkin, John Larson, Jacqualine Sachs, Peter Sachs, Peter Tannen, Chris Waddling and Bradley Wiedmaier.

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling reported that the charter amendment titled “Homeless and Housing Services Fund and Budget Set-Aside; Transportation Improvement Fund and Budget Set aside” had been placed on the November ballot (Measure J), along with an accompanying general sales tax measure (Measure K). He said both measures required a 50% + 1 vote to pass. Chair Waddling also reported that there was a meeting of the Bayview/Hunters Point Citizens Advisory Committee at the same time as the CAC meeting which would have a presentation by staff on delays on the Quint-Jerrold Connector Road project, and that he would report on it at the next CAC meeting.

Chair Waddling noted that the September 20 Plans and Programs Committee agenda included appointments of CAC members for Districts 9 and 11. He said Santiago Lerma had applied for re-appointment to represent District 9.

Chair Waddling said that in response to a request by Peter Tannen, Transportation Authority staff were working with San Francisco Municipal Transportation Agency staff to prepare a presentation on bus and LRVbunching, which would likely be on the September 28 CAC agenda. He said there would also likely be an update on the Central Subway project at that meeting, in response to a request by Jacqualine Sachs.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the June 22, 2016 Meeting and July 11, 2016 Special Meeting – ACTION**
4. **Citizens Advisory Committee Appointments – INFORMATION**
5. **Investment Report for the Quarter Ended June 30, 2016 – INFORMATION**

There was no public comment on the Consent Calendar.

Brian Larkin moved to approve the Consent Calendar, seconded by Peter Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

End of Consent Calendar

6. Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION

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

Peter Sachs said he was a strong supporter of the Caltrain downtown extension project but asked why the nine-year timeline was aspirational when another major construction project, the new terminal at the San Francisco International Airport, had a five-year timeline. Mr. Sachs further expressed concerns about the funding and financing strategy, given that the Passenger Facility Charge (PFC) revenues would not be available for a long time. He also expressed concerns with the project budget, specifically multiple lines for contingencies and allowances totaling about \$1 billion. Mark Zabaneh, Interim Executive Director of the Transbay Joint Powers Authority (TJPA), said the main driver of the schedule was property acquisition rather than construction. He said property acquisition would require about two and a half years, and construction would require about seven years due to the complexities involved. He said he was confident that the project would secure the agreements on PFCs necessary to allow the TJPA to secure sufficient federal loans. He said unfortunately federal funds currently available currently come in the form of loans and that the high contingencies resulted from lessons learned from the first phase of the project, and that allowances would likely decrease as the project proceeded through detailed design and further risk assessment.

Brian Larkin commented that the level of finance costs in the budget seemed disproportionate. Mr. Zabaneh responded that finance costs were unavoidable, given the necessity of loans to fund the project. Mr. Zurinaga pointed out that delaying the project until sufficient funds were in-hand would result in escalated project costs, so waiting would not likely be cost-effective. Maria Lombardo, Chief Deputy Director, commented that both the funding plan and budget were somewhat preliminary and would be refined as part of the scope of the pending Prop K funding request.

Peter Sachs asked about the assumptions for future bridge toll revenues, which he said seemed unrealistically high. Ms. Lombardo said that for reference in the course of the current Plan Bay Area update, the Metropolitan Transportation Commission was talking about exploring a \$1 to \$2 toll increase for a potential future toll increase as soon as 2018, and that staff would follow-up with information on the amount of revenue that would be yielded per \$1 toll increase.

Peter Tannen asked where the mined tunnel would start. Mr. Zurinaga replied that it would start at 4th and Townsend Streets just short of Second Street. Mr. Tannen also asked about the bus facility shown on the project map adjacent to the train box. Mr. Zurinaga said that design changes to accommodate 16-car high-speed rail (HSR) trains meant that the train box had to be extended per the HSR Authority's request, displacing the bus facility from its originally planned location. John Larson asked how the final alignment would be determined. Mr. Zurinaga replied that the Railyard Alternatives/I-280 Boulevard (RAB) study would inform the decision that would be made by elected officials.

Bradley Wiedmaier asked whether the 4th & Townsend station would be used by HSR trains. Mr. Zurinaga replied that HSR trains would pass through the station but would not stop. Chair Waddling asked if a plan to underground 16th Street under the Caltrain tracks was still under

consideration. Mr. Zurinaga replied that the California High-Speed Rail Authority had made that proposal, but that City leaders had strongly opposed it. He said the RAB study was evaluating alternative approaches to grade separation that would make undergrounding of 16th Street unnecessary. Ms. Lombardo said that as soon as new public information was available from the RAB study, staff would agendaize an information item for an upcoming CAC meeting.

Chair Waddling asked about the BART connector included in the expanded scope. Mr. Zurinaga responded that a connecting tunnel from the Transbay Transit Center (TTC) to the Embarcadero BART station had been envisioned in the original concept plan but set aside for budget purposes and because it did not help deliver trains to the TTC. Chair Waddling pointed out that the cost of the two-block tunnel was \$160 million, and questioned its cost-effectiveness. Ms. Lombardo said the connector had strong support on the Metropolitan Transportation Commission, where it was seen as contributing to the regional character of the project; thus making it easier for east bay commissioners, in particular, to support the project.

Mr. Zabaneh thanked the CAC for its support of the project, and offered to arrange a tour of the construction site by the CAC. Chair Waddling expressed support for a tour.

There was no public comment.

7. Adopt a Motion of Support for Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item staff memorandum.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

8. Adopt a Motion of Support for Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Maria Lombardo, Chief Deputy Director, and Anna LaForte, Deputy Director for Policy and Programming, presented the item per staff memorandum.

Peter Sachs asked why rectangular rapid flashing beacons (RRFBs) were being installed at the specified project locations, rather than high-intensity activated crosswalk (HAWK) beacons. He asked if the San Francisco Municipal Transportation Agency (SFMTA) could provide a description of the decision tree it uses to decide which device to install under what circumstances. Craig Raphael, Senior Transportation Planner with the SFMTA, replied that he was not certain and would follow up with the CAC.

John Larson asked why Caltrain was not being electrified south of San Jose and if electrification would necessitate transferring at San Jose. Casey Fromson, Government Affairs Officer at Caltrain, replied that Caltrain owned the rail corridor between San Francisco and San Jose and that Union Pacific Railroad owned the tracks between San Jose and Gilroy and was not interested in electrifying that segment. She said that, initially, 75% of the Caltrain fleet would be electrified, so the remaining diesel trains would travel all the way from San Francisco to Gilroy,

but that once the entire San Francisco to San Jose fleet was electrified, it would be necessary to transfer at San Jose to reach Gilroy.

Peter Tannen asked if all three Caltrain partner counties (San Francisco, San Mateo, and Santa Clara) split costs evenly for Caltrain projects. Ms. Fromson said that costs for the electrification project and other capital projects that benefitted the system as a whole were split evenly, whereas projects that only benefited one county were borne by that county.

Jacqueline Sachs asked if the senior and disabled population living near the Ellis and Eddy two-way street project was considered in planning the project. Mr. Raphael said that senior and disabled residents were taken into account and that the project was to convert the streets to two-way traffic was primarily a safety project and was expected to slow drivers and improve safety for all pedestrians.

Mr. Tannen noted that there had been an earlier plan to construct a canopy to protect the historic streetcar fleet while in storage at the Muni Metro East facility and asked if there was such a canopy at the Cameron Beach facility, where the historic vehicles were now proposed to be stored and whether SFMTA planned to expand it further. Mr. Raphael responded that there was a covered storage area, but he was not sure if it would be expanded further. He offered to follow up.

There was no public comment.

Peter Tannen moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Jaqualine Sachs, Peter Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Members: Hogue and Larkin

9. Plan Bay Area 2040 Revised List of Project Priorities – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason read an editorial from a Menlo Park newspaper regarding a planned expansion of the Facebook office campus. He said local plans for housing expansion did not come close to accommodating all the proposed new employees, and that San Francisco would experience some of the housing and commute impacts. He said Plan Bay Area should account for the regional impacts of local job growth using the Facebook example of how a very localized land use decision would have transportation impacts on neighboring communities and far out into the region as employees commuted from long distances to Facebook. Mr. Mason said he was frustrated by the existing impacts of the corporate commuter buses taking employees to jobs on the Peninsula.

10. Introduction of New Business – INFORMATION

Jacqueline Sachs requested an update on the Late Night Transportation Study which was looking at transportation issues experienced by evening and night shift workers. She also asked for an update on the Central Subway project.

Myla Ablog asked for an update on the state's road charge pilot project results, noting that she was participating in the pilot.

Chair Waddling noted that the CAC recently had an update on the Late Night Transportation Study. He asked for a brief update by staff on the status of the Quint-Jerrold Connector Road project at the next meeting since he had not received news during the meeting about that

evening's presentation on the issue to the Bayview Hunters Point CAC.

Bradley Wiedmaier commented that there had been some controversy over the cost of the Transbay Transit Center bus bridge with press coverage opining that it was too showy (kind of like a mini west span of the Bay Bridge) and contributed to the impression that the project wasn't using public funds well. He wondered whether there was a mechanism to get the full story out.

Jacqueline Sachs commented that there had also been some controversy regarding subsidence under the Millennium Tower and its possible connection to construction of the Transbay Transit Center. She asked for information on the facts behind the subsidence issue.

During public comment, Ed Mason provided an update on violations by corporate commuter buses, and said the shuttle pilot program was creating many impacts on San Francisco neighborhoods. Chair Waddling asked for information on San Francisco Municipal Transportation Agency staffing for enforcement of the shuttle program. He observed that it wasn't effective to largely depend on public complaints because few people knew the details of the rules, such as the meanings of the different colors of shuttle placards. He wondered if there were a way to make it more obvious to the public which shuttles were in compliance and which were not.

Peter Sachs asked about shuttle ridership levels, and said that information was important in determining whether the shuttles provided a net public benefit. He also asked if the shuttle program specified guidelines for driver behavior, such as when passing another vehicle was not appropriate.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 7:50 p.m.