



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 10, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:05 a.m.

Present at Roll Call: Commissioners Breed, Fewer, Peskin, Safai, Sheehy, Stefani and Tang (7)

Absent at Roll Call: Commissioners Kim (entered during Item 2), Cohen (entered during item 3), Yee (entered during item 3) and Ronen (entered during item 4) (4)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, CAC Chair, reported that the CAC recommended approval of allocations of \$17 million in Prop K funds and asked about claims in delays surrounding the Chinatown Central Subway station. He said the San Francisco Municipal Transportation Agency (SFMTA) acting program manager for the project stated that although some opportunities to recover lost time existed, the nine consecutive months of lost time from the previous year would make it difficult to recover all lost time. He said in response to a question regarding the Bayview Community Based Transportation Plan, the SFMTA said they wanted to demonstrate to the community that the planning process was meant for the existing residents and not geared for improving the lives of people who would be moving into the Bayview neighborhood. Mr. Larson said the CAC appreciated the SFMTA's focus on meeting the needs of current residents. He said the CAC supported the approval of adopting the Route 66 Quintara Connectivity Study and noted that District 4 CAC representative, Peter Sachs, worked with Commissioner Tang on the study and said the report did a good job of visualizing the service needs and gaps. The CAC urged the SFMTA to provide additional midday service buses, heading from the East side of the city to the West Portal station, to recover current gaps in service.

Mr. Larson said the CAC recommended approval for the \$140 million revolver and fiscal year 2017-2018 budget amendment items and expressed appreciation for the fiscal management and performance of Transportation Authority staff. He said the CAC supported the approval of the approach to the 2019 Prop K Strategic Plan and 5-Year Prioritized Program and stressed the importance of community outreach. The CAC suggested community stakeholders and representatives of the business community that could assist in the outreach process. Mr. Larson stated that the CAC recommended approval authorizing the Executive Director to execute an agreement not exceed \$227,000 with the California Department of Transportation for the US101/I-280 managed lanes. He said the CAC was concerned that the high occupancy vehicle (HOV) or electronic express lanes did not do enough to increase capacity or decrease the number of automobiles. He said the CAC stated that Districts 6, 9, 10 and 11 bore a huge brunt of the emissions released on the freeways and encouraged Transportation Authority staff to focus on

greater effort towards a regional transit system along the freeways. Mr. Larson concluded his report by noting the CAC's request for a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues.

There was no public comment.

3. Approve the Minutes of the March 20, 2018 Meeting – ACTION

There was no public comment.

Commissioner Tang moved to approve the minutes, seconded by Commissioner Breed.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Safai, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Ronen (1)

4. Appoint One Member to the Citizens Advisory Committee – ACTION

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

There was no public comment.

Chair Peskin stated that he was soliciting applications for the District 3 CAC seat and requested that the item be continued.

Commissioner Yee moved to continue item 4, seconded by Commissioner Kim.

The motion was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

5. Adopt Positions on State Legislation – ACTION

Amber Crabbe, Assistant Deputy Director, presented the item per the staff memorandum.

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (11)

Chair Peskin called Item 6 after Item 16.

6. Accept the ConnectSF Vision Document – ACTION

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

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Kim (1)

7. Allocate \$17,008,851 in Prop K Funds for Four Requests, with Conditions – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Albert Hoe, Central Subway Acting Program Director for the San Francisco Municipal Transportation Authority (SFMTA), presented the item.

Commissioner Yee asked how much disruption District 7 neighborhoods should expect during repaving. He asked how outreach will be conducted and if it would be bilingual.

Edwin Lee, Project Manager with San Francisco Public Works, responded that there were typically six months between project advertisement and construction. He said that communications staff determined if bilingual outreach was necessary and could conduct it in Chinese, Tagalog, Spanish and other languages if needed. Mr. Lee explained that construction would start in fall, with the project split into seven groups. He continued that the scope would be continuous until complete with each group. He said this was different from past approaches, in which contractors would finish one item of the scope in each location before starting the next item.

Commissioner Yee asked if construction on all seven groups would occur simultaneously.

Mr. Lee replied that the seven groups were not all on one corridor, so there would be no continuous disruption. He continued that the contractor was allowed to start all seven groups simultaneously but that scenario was unlikely as contractors had limited resources.

Commissioner Yee questioned how outreach would be timed for the seven project groups. He asked if outreach would be done all at once or six months in advance of when each group began.

Mr. Lee responded that 30-day, 10-day and 3-day notices would be given for each group.

Commissioner Yee requested that the contractor and SFMTA send his office details on when and where work would be done, as well as the outreach materials.

Commissioner Cohen said that Caltrain was an expensive commuter rail system that owned large amounts of property. She asked what efforts were being made to ensure that Caltrain was investing in ways that yielded the most impactful use of that land. Commissioner Cohen continued that Caltrain owned properties in District 10 often caught fire due to homeless encampments and were strewn with litter, needles and drugs paraphernalia. She asked what Caltrain was doing to address these issues.

Liz Scanlon, Director, Caltrain Planning said that she would take the comments back to maintenance staff and get an answer.

Commissioner Cohen responded that Caltrain's current efforts were not good enough and that the corridor was in a deplorable state. She expressed frustration with the slow response that she had received from Caltrain leadership despite reaching out numerous times on this topic.

Ms. Scanlon said that she would pass Commissioner Cohen's comments directly to Caltrain's Executive Director Jim Hartnett. She explained that Caltrain was conducting tool building for its transit-oriented development policy and said that that would be part of the business plan that would be brought to Caltrain's partners soon.

Commissioner Cohen noted that she sat on the Caltrain Board for six years previously. She recalled a desire to build housing on Caltrain owned land while she was on the Board and asked Ms. Scanlon if that was still in progress.

Ms. Scanlon replied that Caltrain continued to be interested in building housing, especially affordable housing, and would be using the transit-oriented development framework to advance this.

Commissioner Cohen asked what that strategy was to keep housing prices low.

Ms. Scanlon said that as the planning director, she was not able to answer that question, but she would follow up with Caltrain's real estate director.

Commissioner Cohen asked for a written response to her questions. She recalled previous intricate plans with renderings of buildings and parks in Bayview atop Caltrain tracks parallel to Third Street. She asked if this was still being considered.

Liz Scanlon said that she did not know the status of that project but confirmed that Caltrain would follow up in writing.

Chair Peskin thanked Commissioner Cohen for her line of questioning and noted a willingness to continue the discussion in future meetings or elsewhere.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Kim (1)

8. Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION

Sandra Padilla, Transit Planner at the SFMTA, presented the item.

Commissioner Tang thanked the SFMTA for being proactive with neighborhood level planning and noted the importance of reevaluating existing lines and ensuring that they were meeting the needs of the community. She said they looked originally at a realignment, but it turned out there were a lot of things that could be tweaked on the existing line that would help. She encouraged the SFMTA to do more neighborhood-based planning on specific lines and said that although the result of the study was not exactly what was expected, it revealed that increasing service on the 48 Quintara/24th Street bus route was something that should be advocated for in the SFMTA's budget.

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Kim and Safai (2)

9. Authorize the Executive Director to Enter Into an up to \$140 Million Revolving Credit Facility with State Street Public Lending Corporation and U.S. Bank National Association or an Alternate Lender or Lenders; Execution and Delivery of Legal Documents Relating Thereto; and the Taking of All Necessary or Appropriate Related Actions in Connection

Therewith – ACTION

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

Commissioner Cohen said that her office had been exploring how to establish a municipal bank and were conscience about not working with banks that invest in oil or had been found to have predatory lending practices. She wanted to make sure that the investment decisions of the Transportation Authority reflected the standards and principles upheld by the city and county agencies, when doing business with banking institutions. She asked what social considerations the Transportation Authority took when deciding which lenders to work with.

Ms. Fong said that social consideration when choosing a banking lender was something that the whole city and county was very interested in and that she was part of a debt manager's group that was compromised of other agencies within the city and county. She said the group discussed various finance-related topics at every quarterly meeting and was aware of the Wells Fargo and Dakota Access Pipeline situations that had occurred over the last two years. She said the Transportation Authority was aware of the things that come up at the city and county level.

Commissioner Cohen asked if there was a formal rule or an adhoc policy.

Ms. Fong said that there was no formal rule.

Commissioner Cohen asked if there was a way to begin to codify policies and mentioned the Treasurer and Tax Collector's office as an agency that had an investment policy and was paying attention to certain social issues before moving into investments with the banks.

Ms. Fong said she would address this topic with the debt management group at their next meeting and noted that the Treasurer and Tax Collector's office had begun to attend the meetings.

Commissioner Cohen asked if the Board could consider working with Transportation Authority staff to incorporate social considerations into the agency's investment policy.

Ms. Fong stated that this would be helpful and noted that staff was intending to bring the investment policy in front of the Board in July 2018.

Commissioner Cohen offered her assistance and mentioned that the Treasurer and Tax Collector's investment policy was a solid example.

There was no public comment.

Commissioner Cohen moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee
(9)

Absent: Commissioners Kim and Safai (2)

- 10. Approve the Amendment of the Adopted Fiscal Year 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 – ACTION**

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

There was no public comment.

Commissioner Fewer moved to approve the item, seconded by Commissioner Stefani.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Kim and Safai (2)

11. [Final Approval on First Appearance] Approve the Settlement Agreement and Appropriation of \$2,000,000 for Landscaping Work on the Presidio Parkway Public-Private Partnership Project – ACTION

Tilly Chang, Executive Director, presented the item per the staff memorandum.

Chair Peskin asked if there are cost overruns what is the Transportation Authority's fiscal liability.

Director Chang said the landscaping had been capped at \$2 million, but the contractor had indicated pressing claims in regard to delays to the current scope of work being delivered. She said the Transportation Authority's exposure would be on the order of what was assigned at the 2016 contractor claims discussion, which would be a total of 6% and claims of up to \$10 - \$15 million. She said that the Transportation Authority and Caltrain did not agree with the claims and if there were to be a judgment, the exposure would be manageable.

Chair Peskin asked if the fiscal liability would be a total of 6% of up to \$15 million in claims.

Director Chang responded in the affirmative.

There was no public comment.

Commissioner Stefani moved to approve the item, seconded by Commissioner Cohen.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Cohen, Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (9)

Absent: Commissioners Kim and Safai (2)

Chair Peskin called Items 12 and 13 together.

12. Authorize the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the US101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Anna Harvey, Senior Engineer, presented the item per the staff memorandum.

13. San Francisco Freeway Corridor Management System Study Update – INFORMATION

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Sheehy expressed that he still had many concerns with the project and that it was too limited in scope, created bottlenecks and posed economic justice issues. He continued that Transportation Network Companies (TNCs) would heavily use the lanes, which could shrink mass transit numbers and stated that it was not a good use of money to create easier and faster ways to allow people to drive downtown. He instead suggested looking at ways to limit cars coming into the city and continued to say that with Lyft Line becoming more popular, carpool lanes could easily fill up with TNCs. He worried that people without resources would be stuck in traffic on

the way to the hospital as richer people used paid lanes. Commissioner Sheehy suggested that tolls into the city from the south were a rational action, given that these already existed for the north and east entrances. He said that the proposed lanes are an attempted band aid that would end up exacerbating the problem. He noted that the southern parts of District 8 had poor transit connections to downtown and Mission Bay, two areas with high concentrations of jobs. Commissioner Sheehy said that the only benefit he could see to lane changes would be fulfilling the promise of a dedicated emergency lane to UCSF Benioff Hospital, a commitment associated with the Warriors Arena in Mission Bay. He concluded that the scope was not comprehensive due to the lack of attention it paid to public transportation.

Mr. Heidel agreed that there were many other strategies to be considered and said that it was important to look at transit as a part of this. He stated that the best possible case was filling the lane entirely with buses, but since that was not feasible in the near future, promoting vehicles with more occupants was desirable.

Director Chang noted that congestion pricing and pricing at the county line was favored by members of the Transportation 2045 Task Force and was being discussed in the Legislature. She said that there was independent utility and value in creating a direct carpool/transit connection between downtown San Francisco and San Jose.

Commissioner Sheehy asked how a two-person carpool lane would be prevented from filling up with TNCs, which were inherently high occupancy.

Director Chang acknowledged that any high occupancy vehicles could use the lane and said she did not know of policies to bar TNCs from carpool lanes elsewhere. Director Chang said that TNC work needs to be done beyond the project, such as by assessing a surcharge and working with the California Public Utilities Commission (CPUC).

Chair Peskin noted that he would be introducing a TNC gross receipts tax bill at the Board of Supervisors meeting.

Commissioner Sheehy said that a HOV (carpool) lane was a TNC lane.

Deputy Director for Planning Jeff Hobson responded that TNCs would be allowed into a two-person carpool lane given the way that they currently operate. He noted that this could change in the future with autonomous vehicles. Mr. Hobson pointed out that in the express lanes scenario, TNCs would need three total occupants to use the lane, not only a driver and passenger.

Commissioner Sheehy expressed continued skepticism.

Commissioner Safai requested that staff go through the slides more slowly. He also said that the plan and strategy were not sufficiently explained. He expressed concern about bottlenecks at the I-280/US 101 interchange and Mariposa exit, where there were only two total lanes. Commissioner Safai agreed with Commissioner Sheehy that he was skeptical about the project, as he had expressed in prior meetings. He said he was willing to look into this further but wondered if this only benefitted people living outside the city. He also cited an equity issue with pricing.

Director Chang said that staff would continue to address the operational aspects of the project. She explained that buses currently did not use this route but that a regional express bus plan was in development. She further noted that people taking the bus today were not benefitting from a quick trip to downtown because they were sitting behind single occupancy vehicles. Director Chang also noted that there was currently an equity problem, as people using public transportation did not benefit properly because of traffic congestion.

Commissioner Safai commented that TNCs would take advantage of new lanes and said that he used this route daily and noticed a consistently increasing number of TNCs.

Director Chang shared Commissioner Safai's concerns and suggested that the solution would need to occur on surface streets because the city had less jurisdiction over highways. She cited pricing surface streets and ramp exits and entrances as potential ideas.

Commissioner Safai asked for further detail on the locations where the non-HOV/express freeway would be reduced to one lane.

Mr. Heidel said that the I-280/US 101 interchange was one of the spots studied by staff after the December Board meeting. He continued that the proposal had been redesigned to keep the existing capacity today. He noted that I-280 was already reducing to one lane before a merge at certain points.

Commissioner Safai responded that this lane reduction did not occur at the bottleneck in question. He said that currently at I-280 South and US 101, there were two lanes in each direction.

Mr. Heidel replied that the modelling conducted for this feasibility analysis did not show an increase in congestion at this location.

Commissioner Safai countered that the interchange had been backed up.

Mr. Heidel clarified that the bottleneck would be moved 500 feet north on I-280. He agreed that there were other bottlenecks to address, such as Monterey and Alemany boulevards and said that the point beyond the I-280 and US 101 split was troublesome.

Commissioner Safai recalled talks about metering the Cesar Chavez entrance to I-280 South.

Director Chang acknowledged that metering was a strategy that Caltrans encouraged and requested. She said that there was not ramp metering currently. She noted that on Pennsylvania and at other locations, there could be a case to even out the flow. Director Chang said that metering would be examined in the next stage of operational studies, which would also look at the hotspots cited. She suggested that there could be room to stripe an additional lane if a shoulder was removed or a lane bumped out.

Commissioner Safai asked if bumping out meant adding a lane.

Director Chang said that adding capacity for operational flow was a potential option that the Transportation Authority staff would examine.

Commissioner Safai stated that the slide entitled Potential Lane Configuration was the most useful visual. He requested that staff add locations where bumping out and metering could be located to the slide.

Mr. Heidel said that staff would do that.

Commissioner Ronen echoed Commissioner Sheehy's TNC concern. She said that there was not enough control over TNCs on the streets and stated that her office had talked about the equity issues and expressed desire for more public discussion.

Mr. Hobson said that he understood the concerns of the commissioners and stated that the fundamental issue was providing time-saving benefits to people riding public transportation and carpooling. He said that in the study, a three-person carpool lane resulted in increased congestion on the highway and that the two-person carpool and paid express lane options did not have congestion issues but faced TNC and equity problems. He concluded that the roads would only

get more congested if nothing was done.

Chair Peskin suggested that the Board vote to continue the item.

Commissioner Sheehy agreed that the item should continue and asked how much control the city would have over who could use the lane. He posed that the lanes could be 100% for mass transit, since facilitating cars getting into downtown San Francisco was a losing strategy. He continued that carpools were not a solution, because lanes would fill up with TNCs. Commissioner Sheehy also said that pricing was just code for luxury lanes and expressed concern that the city was heading toward a bifurcated system that separated the rich from everyone else.

Commissioner Ronen asked if staff had explored a mass transit only lane.

Mr. Hobson replied that it was not part of the study. He said that the three-person carpool lane results hinted that a mass transit only lane would lead to significantly more congestion.

Commissioner Ronen countered that if the goal was to increase public transportation ridership, the bus must be made more desirable.

Director Chang expressed doubt that a bus only lane would meet person throughput requirements. She also said that there were not enough buses currently to meet that scenario. Director Chang clarified that this item was about agreeing with Caltrans to partner on the project, not moving forward with the next phase of planning. She said that staff understood and shared the concerns about TNCs, equity and public transportation. She explained that the region was moving in the direction of managed lanes and that San Francisco should not want to be left behind. She concluded that working with Caltrans would be the best way forward.

During public comment Adina Levin, representing Friends of Caltrain, expressed that the organization was in support of sustainable transportation on the Peninsula corridor. She said that Friends of Caltrain was closely watching similar developments in San Mateo County and asked whether managed lanes and congestion pricing could coexist. She noted that SamTrans was completing an express bus study and asked how the managed lanes would impact that. Ms. Levin further asked how congestion would be impacted if the managed lanes only existed in San Mateo County. She expressed concern that if lanes were only on I-280, traffic would be incentivized to switch from US 101 to I-280, getting off at 5th and King Streets. She said that this was concerning because the Central South of Market Plan found that 10,000 more pedestrians would be in that area in the near future. She continued that the influx of vehicles at 5th and King Streets could disrupt Caltrain, the Central Subway and other public transportation operations. Ms. Levin expressed that she looked forward to engaging more on this project.

At the end of public comment, Commissioner Sheehy said that he would vote against the item. He cited the propensity of new freeways in Los Angeles to reach capacity rapidly. He encouraged the opposite approach for San Francisco- build now for mass transit to make it come. He theorized that red carpet lanes that also allow private shuttles that use unionized labor could be a solution. He concluded that if more capacity was not made for mass transit, mass transit would not expand.

Commissioner Tang moved to continue item 13 at the call of the Chair, seconded by Commissioner Sheehy.

The motion was approved without objection by the following vote:

Ayes: Commissioners Breed, Fewer, Peskin, Ronen, Sheehy, Stefani, and Tang and Yee (8)

Absent: Commissioners Cohen, Kim and Safai (3)

14. Approve the 2019 Prop K Strategic Plan and 5-Year Prioritized Program Update Approach and Designating Lead Agencies for 5YPP Development – ACTION

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

There was no public comment.

Commissioner Tang moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Peskin, Ronen, Sheehy, Stefani, Tang and Yee (7)

Absent: Commissioners Breed, Cohen, Kim and Safai (4)

15. Update on the Adult School Crossing Guard Program – INFORMATION

Kathleen McEvoy, Adult School Crossing Guard Program Manager (SFMTA), presented the item.

Commissioner Sheehy thanked the crossing guards for their service and said the program was well run, but felt the program was underfunded. He requested that Director Reiskin be asked why the program was not a priority for the SFMTA when children were walking in front of 2,000-pound vehicles without sufficient crossing guards. He emphasized the need to provide crossing guards adequate wages and said that wages should be raised to retain and add more crossing guards. He commended the SFMTA staff for their work and the presentation and hoped that Director Reiskin would take to heart the need for more crossing guards and make it a higher priority.

Commissioner Fewer stated that she was concerned that the current budget for crossing guards was not going to meet the challenges to hire and retain them. She asked what next steps would be taken to improve retention and expand the program, how much more funding was needed, what ideas were on the table and if the next steps were reflected in the current SFMTA budget. She said that there were areas in District 1 that were not being covered and said she kept hearing that it was because the SFMTA could not keep enough crossing guards on staff.

Ms. McEvoy said she did not know what the SFMTA had planned for the crossing guard program within the upcoming budget but would find out. She said if the program had additional funding and positions they would be able to serve schools on the waiting list and noted that 19 schools were currently on the list, including some in District 1.

Commissioner Fewer highlighted that the program allowed students to really get to know who their crossing guard was and mentioned the negative impact the lack of crossing guards' retention had on the community. She observed the crossing guards at the corners and noted the importance of having them greet parents and students in a friendly way, and also how it helped start the day for the students. She said the program aligned with the city's vision zero commitments. Commissioner Fewer said the lack of cooperation from school sites was something that could be addressed at the San Francisco Unified School District and stated that crossing guards were a benefit for the schools. She said she would be happy to help address any issues before the Board of Education or with the Superintendent.

Commissioner Safai said he was concerned with the hours offered to cross crossing guards and asked if there were other things they could be doing to qualify for benefits and a livable wage. He said the current wage and hours did not encourage people to participate in the program.

Ms. McEvoy said that those concerns would hopefully be addressed when the union contract next came up in June 2019.

During public comment, David Canham said he was really frustrated with the SFMTA and said that the Service Employees International Union (SEIU) Local 1021 represented about 170 of the crossing guards. He said the majority of the crossing guards were women and people of color and were the lowest paid SFMTA workers represented by the SEIU. He said that the loss of crossing guards was a crisis for the schools, public and workers and that the crossing guards only worked two and a half hours a day and did not receive benefits or a pension. He said the SEIU gave the SFMTA a proposal to address the problems and asked the SFMTA to convert the crossing guard positions into civil service part-time positions, to allow the workers to qualify for medical and pension benefits.

Mr. Canham said the SFMTA had a memorandum of understanding (MOU) with the school district that was negotiated in 1997 and had not changed. He said providing benefits to every single crossing guard would add \$2 million to the program and that it could be found in a \$1 billion budget. He asked the Board to urge the SFMTA to increase the funding for the program because the issues would not get solved during the next bargaining agreement.

Joel Kamisher crossing guard at 19th Avenue and Judah Street, said that in addition to being crossing guards, they also served as a neighborhood watch and were the eyes and ears of the community. He noted multiple instances where he helped prevent crimes or reported suspicious behavior. He proposed that crossing guards be paid \$25 an hour to improve retention and said if each guard could possibly prevent one accident during the school year, that would be money well spent.

Michael Weinberg said the SFMTA had the opportunity to update their presentation based on public comment for the crossing guard program at the March 20, 2018 Transportation Authority Board meeting and decided to not make any changes. He felt that was telling and estimated that the SFMTA was prepared to lose another 40 crossing guards between now and the next bargaining discussion. He said that was unacceptable and did not think the citizens of San Francisco would find it acceptable. He requested that the Board direct the SFMTA to work with SEIU to find a solution that meets their needs, so this program could continue and become better.

Chair Peskin called Item 16 before Item 6.

16. Caltrain Downtown Extension Operations Peer Review and Tunnel Options Study Update – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, Eugene Skoropowski, Managing Director of the Capital Corridor, and Keith Abey, Senior Associate at McMillen Jacobs Associates, presented the item.

Chair Peskin stated that it was important that all the agencies were able to collaborate throughout the peer review process. He said that he wanted to understand if the two track or three-track solution was right and was adamant for the need to reduce, if not eliminate, any cut and cover along the downtown extension right of way. He said it was important to learn that there were pieces of private property that would not need to be condemned, which would save the city money and controversy.

Commissioner Kim asked if the current train box built out for the terminal would accommodate either a two-or three-track tunnel.

Mr. Cordoba responded in the affirmative.

Commissioner Kim asked if the alignment or both the alignment and the projected work on the

4th and King Street rail yard were being considered.

Mr. Cordoba said the study was looking at two versus three tracks and in particular the throat section that goes ahead and turns right into the train box.

Commissioner Kim asked if the premium was above and beyond the current estimated cost if the original alignment was chosen.

Mr. Abbey replied in the affirmative.

Commissioner Kim asked if the premium considered the cost savings that would be incurred by not having to disturb the above properties.

Mr. Abbey said that the numbers reflected construction cost only and did not account for the socioeconomic costs.

Mark Zabaneh, Executive Director of the Transbay Joint Powers Authority (TJPA), said the costs were conceptual costs over and above the baseline and the recommendation was to advance design to the 30% level to provide a more solid cost estimate and then do value engineering to determine the cost/benefit of which method to proceed with.

Commissioner Kim asked if the twin bore tunnel boring machine would allow for a tunnel wide enough for three tracks.

Mr. Abbey said the idea was to use tunnel boring machines that would each contain one track each and a sequential excavation methods (SEM) mine cavern in between the two that would contain the third track.

Commissioner Kim asked if that was the most affordable option or just the only option available given the technology that exists.

Mr. Abbey stated that the study ran several different scenarios and different options and that the previously stated option was the one that came out the most cost-effective.

Commissioner Kim asked if the bigger boring machines were not as cost effective.

Mr. Abbey said the bigger boring machines were costly and not feasible because they need to run deeper, and the vertical grade did not allow for those machines.

Commissioner Kim asked if a loop extending out of the terminal, heading to the bay, was studied.

Director Zabaneh said that the study did not preclude a loop but was also not considered or included in the scope.

Commissioner Kim thought it was good for the members of the public to understand the loop was a potential option and that the boring machines could do two things. One would be to continue to the East Bay and create a second transbay tube for Caltrain or for BART. The second would be to create a loop that would provide an additional option for the trains to move in and out of the station, so they would not all have to come in and out in the same direction.

Director Zabaneh said that the study looked at all possible ideas and made sure the designs did not preclude a loop from taking place.

Commissioner Kim asked if it was a good idea to study a possible loop before the tunnel boring machine was in the ground.

Director Zabaneh said the boring machine would need to come out at the throat structure (before entering the train box) and if a loop was added it would be on the other side of the train box. He

said it would be built underneath Beale Street and could require a different boring machine.

Commissioner Kim asked why a different boring machine would be needed if the extension became a loop.

Mr. Abbey said the boring machines were owned by the contractor and not specific to a project.

Commissioner Kim asked why the project would not want to combine with either BART or Caltrain and let the construction continue across the bay.

Director Zabaneh said the current lay out had the tunnel boring machine coming out of the throat structure and into the twin box that had already been built. He said the continuation for the bay crossing would be on the other side of the train box on the east side of the train box underneath Beale street onto the bay.

Mr. Cordoba said timing and funding were the current issues for a second bay crossing.

Commissioner Kim said that an attempt should be made to try to align the projects with each other. She asked if the original environmental study would need to reopen to pursue that alternative.

Director Zabaneh said the environmental study wanted to show the public the worst-case scenario and then improve upon it versus showing them something that that revealed to not work after going further into the engineering. Director Zabaneh said the EIR and EIS anticipated a cut and cover scenario which was the worst-case scenario.

Commissioner Kim asked if reopening an EIR and EIS if it would cause a delay in time for the project.

Director Zabaneh stated that he did not anticipate needing to reopen the EIR and EIS to incorporate these recommendations.

Commissioner Kim asked why a loop was not included in the study.

Megan Murphy, TJPA Project Manager, said she talked to legal counsel about the environmental document and the tunnel boring machine and that there would be no impact to the environmental report. She said a loop was previously studied and found that it provided a very incremental benefit that did not justify the cost, but that a three-track approach to the train box would take care of some of the concerns of entry and exit versus the loop.

Commissioner Kim requested a further briefing on the tunnel options study.

Chair Peskin asked if there had been analysis on stacking the tunnels on top of one another.

Mr. Abbey said that an analysis had not been studied and would be difficult to conduct.

Chair Peskin asked who would ultimately in charge of the project.

Director Zabaneh said he hoped the TJPA would be in charge of the project.

Chair Peskin asked how Caltrain was dealing with the important issue of common platform heights.

Director Zabaneh said discussions were continuing between California High Speed Rail Authority and Caltrain and the goal was to make sure there were common platforms and maximum flexibility in anything constructed.

During public comment Jim Haas spoke in support of the Caltrain Downtown Extension (DTX)

operations peer review and tunnel options study and noted that the Board voted last year that the 2014 DTX study was no longer viable because it required 16 trains per hour at the surface at 16th Street. He said the Railyard Alternative Boulevard (RAB) study investigated tunnel options that started at the south side of Potrero Hill and connected into the former-approved plan. He felt the media had never understood that the city had no approved plan to get the train downtown and that the plan would not be complete until the RAB study was finished.

Director Zabaneh said the record of decision would be going in front of the TJPA board in May 2018.

Elizabeth Scanlon, Planning Director for Caltrain, extended her compliments to the Transportation Authority and stated that she participated in the peer review. She said she found it to be a collaborative, fair and thorough process and stated that Caltrain looked forward to continuing to work with the city and partners in resolving all outstanding issues and continuing the collaboration that was begun by the peer review.

Bruce Armistead, Director of Operations and Maintenance for the California High Speed Rail Authority, stated that he participated in the peer review, felt that the process was collaborative and was in full concurrence with the results.

Bruce Agid, TJPA CAC Chair, said the peer review study and findings on the two-versus three tracks and tunneling option were critical in terms of moving phase two of the project forward. He said that with the peer review completed, the next steps were making the decision on the optimal alignment of DTX. He said all parties, including the public, would like to know how the project would build momentum from phase one to phase two and it was critical to move forward with the DTX to minimize challenges that would present themselves using Fourth and Townsend Streets for electrified Caltrain and high-speed rail. He said the design of 4th and Townsend streets to date could not adequately handle passenger volumes of Caltrain diesel service and was not sure if the station or neighborhood could handle passengers, pedestrians, bike share facilities, taxis, light rail, and automobiles without major infrastructure improvements. He said a timely decision to the optimal alignment of DTX was critical.

Thea Selby, member of the high-speed rail community working group, commented that Californians voted to get high speed rail over 10 years ago and that Proposition 1A pinpointed the Transbay Terminal as the end of the line for phase one of the project. She said in spite of that legal fact, both the high-speed rail authority and San Francisco officials had not recognized the urgency of completing that task. She said an advocacy group was created to get the train tracks to the station, not to worry about what land could or could not be developed, but to make sure the city took advantage of the additional 1 million riders that had been projected to take Caltrain and high-speed rail once the tracks reached the Transbay Terminal. She urged the Board to recognize its duty to the people of San Francisco to get the train tracks to the station.

Adina Levin, Executive Director of Friends of Caltrain, commended the agencies for completing the peer review and setting the stage for some key decisions about completing the downtown extension. She said the next step would be choosing an alignment from the RAB study in order to make that decision to have a complete project that would then create a project that was shovel ready. She thanked Chair Peskin for calling out the importance of the platform issue as well as the Caltrain and high-speed rail schedules issue. She said these steps would make a difference in terms of what the capacity of the system was and how many people were going to be able to take transit and take high speed rail into the city as opposed to having cars clogging the streets.

Peter Straus, Board member of the San Francisco Transit Riders, spoke in support of the studies,

but believed there would be a progress report on the RAB study in the next couple of months. He said DTX was vital to the future of the city and asked for the Board's active involvement to ensure that an alignment decision would be reached this summer. He recommended regular briefings on the progress of the RAB study.

At the end of public comment Chair Peskin stressed the importance of getting rail into the Transbay Terminal. Chair Peskin requested that Susan Gygi, RAB Program Manager for Planning Department. Provide an update on the RAB study.

Ms. Gygi said that RAB study was started a couple of years ago to look at five big transportation and land use questions that had to be answered in the next one to 15 years that would affect San Francisco for the next 100-plus years. The five questions were what the rail alignments into the TransBay transit center were, whether or not to construct a loop or extension into the east bay, deciding between rail yard configuration or relocation, whether or not to take down a portion of I-280 north of Mariposa Street and identifying opportunities for public benefits. She said with the first four components, there were parcels of land that could become available for development and repurposing and a decision would have to be made on would happen to that land. She said Planning was very close to going public with all of the materials last year but was asked to conduct qualitative and quantitative analysis and to deep dive on some of the specifics associated with specifically the first question, how do you get the trains into the Salesforce Transit Center. She said the analysis took a while and that Planning was ready to share the findings with all partners, but due to the untimely death of Mayor Lee, the report was delayed. She said the plan was to make the materials public around the end of May 2018.

17. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – INFORMATION

Commissioner Sheehy moved to continue item 17 to the next Board meeting, seconded by Commissioner Tang. The motion was approved without objection.

Other Items

18. Introduction of New Items – INFORMATION

Chair Peskin stated that the one-year long experiment to meet as a committee of the whole was coming to end and that the Board would be going back to the committee system. He said he would introduce the change at the next Transportation Authority Board meeting.

19. Public Comment

There was no public comment.

20. Adjournment

The meeting was adjourned at 1:00 p.m.