San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, October 27, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

Watch https://bit.ly/3mNYQas

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 532 2733 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. When your line is unmuted, the operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

Commissioners: Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton, and Yee

Clerk: Britney Milton

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" – and the numerous local and state proclamations, orders and supplemental directions – aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, October 27, or call (415) 522-4800.

Page

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**

   The Executive Director's Report will include the debut of a new micro website in celebration of the Transportation Authority's 30th anniversary.

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Consent Agenda

End of Consent Agenda

Walk San Francisco (Walk SF) staff will present findings from outreach conducted in late 2019 and early 2020 to residents in the Tenderloin, South of Market, and Bayview to learn about the community views about a potential downtown congestion pricing program. Transportation Authority staff will give brief remarks about how this study will inform the work we are doing for the underway Congestion Pricing Study.

Other Items

12. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

13. Public Comment

14. Adjournment

*Additional Materials

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Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 20, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Fewer, Mandelman, Peskin, Preston, Ronen, Stefani, Walton, and Yee (8)

Absent at Roll Call: Commissioner Haney (entered at item 4), Mar (entered at item 4), and Safai (entered at item 3) (3)

2. Citizens Advisory Committee Chair's Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC) , reported out from the September 23 CAC meeting on the CAC's extensive discussion regarding program guidelines, programming and allocation requests concerning the Traffic Congestion Mitigation Tax (TNC Tax) which relates to item 6 and 7 on the agenda. He reported that CAC members inquired on the difference between the projected amounts of tax and the lower amounts actually collected prior to COVID impacts, the oversight of timelines and the budget delivery of projects, and prioritization on quick build projects, especially in the communities of concern . He added because priority is being given to quick build projects in vision zero high energy networks, the CAC unanimously approved the recommendations in support of the SFCTA's TNC tax goals of pedestrian bicycle safety.

With respect to Prop K requests for paratransit van replacement, Chair Larson reported there was a lack of familiarity amongst the CAC members on how services are provided by paratransit and whether communities of concern are being adequately served by the reservation bay system. He added, because the item focuses on replacing the vans at the end of their useful lives, the CAC recommended approval but requested a future presentation on paratransit service delivery focusing on the populations served, and distribution of service at a future CAC meeting. Chair Larson also shared that another CAC member suggested repurposing the disused vans to provide safe transportation for low-income San Franciscans. He added that SFCTA staff would work with Metropolitan Transportation Authority (MTA) to see if there are other ways the vehicles could be used to benefit the community.

Chair Larson also reported on the CAC's discussion regarding the Van Ness BRT project. He shared that the CAC welcomed the conclusion on the sewage/utility work and added they wondered if the knowledge gained through discovery of the unknown vestigial utilities in the area can be helpful to future builders of the corridor. He added that SFMTA commented that the contractors performing the work provided as built drawings reflecting what was found and done in the area; in which is also accessible to anyone noticing a project in the area in the future. He added, CAC members still wished to see

more data and information regarding the impact and use of mitigation strategies, and the MTA agreed to prepare a more detailed report for a future meeting.

Lastly, Chair Larson shared that the CAC's September 23 meeting was adjourned in honor of Ernestine Weiss whom was a long time dedicated public advocate who pushed for public transportation, needs for the elderly, the homeless and marginalized communities.

There was no public comment.

3. Approve the Minutes of the September 22, 2020 Meeting – ACTION

There was no public comment.

Commissioner Walton moved to approve the minutes, seconded by Commissioner Yee.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Fewer, Mandelman, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee (9)

Absent: Commissioners Haney and Mar (2)

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

Aprile Smith, Senior Transportation Planner for Policy & Programming, presented the item.

Commissioner Fewer expressed her support re-appointing David Klein for the District 1 CAC position. Commissioner Safai expressed his support for re-appointing Robert Gower for the District 11 CAC position.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee (11)

Absent: none (0)

5. State and Federal Legislative Update – INFORMATION

Mark Watts, State Legislative Advocate, and Amber Crabbe, Policy Program Manager, presented the item.

There was no public comment.

6. Adopt Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines and Program $7,505,686 in TNC Tax Funds to Two Projects – ACTION

Kaley Lyons, Transportation Planner for Policy & Programming, presented the item.

Commissioner Yee asked if the $15 million projection was the same as earlier in the year or if it was updated. Ms. Lyons responded that the projection was from May 2020. She added original projections were $30 million dollars annually from the TNC Tax, which have since dropped to $15 million for the year. She also added that the revised

projections assume $500,000 a month from July through September and then $1.5 million for the rest of the fiscal year.

Commissioner Yee asked if recent collections aligned with these projections. Ms. Lyons responded that collections have been received through July and those were pretty much at the $500,000 level. She said she would follow-up with commissioners once collections were verified for August and September.

Commissioner Walton asked if he could have a copy of the presentation sent to him.

Executive Director Tilly Chang responded in the affirmative and noted that the presentation along with the other meeting materials is posted on the website (www.sfcta.org).

Chair Peskin thanked voters and the state legislature for supporting and passing the TNC Tax, the first in the State of California.

During public comment, Janice Li, Advocacy Director at San Francisco Bicycle Coalition, expressed support for the item, especially allocating the funds for quick builds and safety, and for prioritizing projects that benefit communities of concern.

Aleta Dupree expressed support for the item, especially for the responsible use of funding resources.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, Walton and Yee (10)

Absent: Commissioner Safai (1)

7. Allocate $5,897,303 in Prop K Sales Tax Funds, $378,372 in Prop AA Vehicle Registration Fee Funds, and $2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests – ACTION

Anna LaForte, Deputy Director for Policy & Programing, presented the item.

Chair Peskin made a motion to excuse Commissioner Ronen, seconded by Commissioner Walton. The motion to excuse was approved without objection.

During public comment, Aleta Dupree commented on the importance of paratransit vans for vulnerable populations, as well as fuel sustainability for the environment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Safai, Stefani, Walton and Yee (10)

Excused: Commissioner Ronen (1)

8. Authorize the Executive Director to Execute the Utility Relocation Agreement, the Right of Way Certification, Amendments to the Memorandums of Agreement (MOAs) with Treasure Island Development Authority (TIDA) for Both Right of Way and Construction

Phases, and All Other Related Project Agreements for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Safai, Stefani, Walton and Yee (10)

Excused: Ronen (1)

9. Update on the San Francisco Municipal Transportation Agency's Red Light Camera Program – INFORMATION

Ricardo Olea, City Traffic Engineer at SFMTA, presented the item.

During the presentation, Chair Peskin asked about the reverse trends with citations at 4th/Harrison and Park Presidio/Lake. Mr. Olea responded that April and May should naturally be the lowest totals, based on travel patterns during the pandemic. He added that the camera at 4th and Harrison is the oldest, so he hopes the reduction is citations is due to behavior change from knowing the camera is there. Mr. Olea also explained that at Park Presidio, there is ongoing construction, and the intersection is not in its final design state. Mr. Olea said he hopes the citation trend is abnormal and will come down once construction is over. He reiterated that the goal of the program is not to have a lot of citations, so if they remain high, other treatments and adjustments will be considered.

Commissioner Stefani expressed support for the potential expansion locations at Presidio/Masonic and Franklin/Lombard. She asked about cost differences between installing red light cameras versus physical changes to the road. Mr. Olea answered that it depends on the type of improvements. Signal retiming is the most cost effective because city crews are utilized and it only involves labor costs. The most expensive is to redesign an intersection. Mr. Olea indicated that the capital cost of a red light camera is about $200,000. He added that the exact construction costs are currently unknown, but they estimate the $2 million dollars available will cover the 8 additional red light cameras referenced in the presentation.

Commissioner Stefani asked for red light camera installation at Geary and Gough streets, citing a recent tragedy wherein a father of two was struck and killed at this location. Mr. Olea acknowledged the request and indicated that it is possible to install a red light camera at this location, and there are plans to upgrade the signal to be more visible. He said he would consider this request as the expansion locations are finalized.

Commissioner Stefani asked how long if takes to install a red light camera. Mr. Olea said similar to other capital projects, it typically takes about 6-9 months to design, 6 months to advertise and evaluate bids, and about 9 to 12 months for construction.

Chair Peskin asked about the details of the collection for red light running fines, including the amount generated and how it is distributed. Mr. Olea answered that funds do not go directly to the SFMTA, rather SFMTA receives a pre-determined amount of about $1.4

million annually, to cover operation of the program. He said he would follow up with details on annual revenue and how the program allocates funding.

Chair Peskin said it would be good to share information on the flow of funds for this program and to compare the pre- and post-pandemic revenue levels. He also asked whether drivers receive points on the their record from a red light camera violation. Mr. Olea answered that if the driver accepts the fine, a point is added to their record, but if the driver attends traffic school, no point is added.

Commissioner Haney echoed Commissioner Stefani's request and said that many other locations needed red light cameras. He asked why the installation could not be done quicker than two years. Mr. Olea answered that the delay was due to a variety of factors such as contracting rules and the number of agencies involved. He also observed that if they try to set a more accelerated schedule, the costs tend to go up to pay for more equipment and staff.

Commissioner Haney asked if the agency has looked at red light running enforcement by San Francisco Police Department (SFPD) as an indication of where cameras are needed. Mr. Olea answered that 2020 will be a low year for enforcement given the impact of shelter-in-place orders on traffic volumes, and that a presentation was provided in October 2019 with the SFPD. He indicated that the agency forwards information about crashes to the SFPD, but the SFMTA does not have data about where red light running tickets are given. However, the city is working on a dashboard for locations of traffic citations. Mr. Olea also said that catching a driver running a red light is difficult and is labor intensive for the SFPD. He emphasized that there are many areas of the city without red light cameras, so enforcement by police is also needed.

Commissioner Yee commented that revenue generation seemed cost neutral and that excess revenue collected should go toward funding additional locations. He asked if the program would be expanded and who decided where allocations were made. Mr. Olea answered that the current expansion funding is $2 million and once that is complete, the agency will look at further expansion. However, he noted there is a capital funding challenge at the SFMTA with significant declines in revenues. He indicated that red light cameras are only one way to address red light running, and there are also other traffic safety programs being looked at to decrease red light running such as signal upgrades. Mr. Olea indicated that the courts decides how funding is allocated and citation revenue goes directly to the courts.

Commissioner Yee requested that the SFPD speak on why citations have been decreasing over the past few years, and also requested multiple red light camera installations on 19th Avenue and Ocean Avenue.

Commissioner Stefani commented about the need to make sure resources are available if there is a reliance on enforcement by SFPD. She also indicated that red light camera enforcement is more cost effective than enforcement by the SFPD, especially in a time when police departments are being asked to do less.

Commissioner Preston asked about the timeline and budget to complete upgrades to the traffic signals and mast arms.

Mr. Olea answered that the most pressing need was to update pedestrian signals. He said he was not sure how many mast arms remained to be replaced, but about 10% of the

system, or about 100 locations, needed significant updates. He explained that traffic signals needed to be replaced regularly for state of good repair purposes, so some locations may not have been in need of upgrades, but needed to be replaced because of the condition. He said there was constant reinvestment in the system, but that construction costs were higher now than previously, and capital funding was threatened. He mentioned that the anticipated amount of funding from the TNC Tax was significantly less due to the COVID-19 pandemic and that the SFMTA had planned to use some of those revenues for signals. He said Prop K was the backbone of the signals program and thanked the voters for the sales tax and the Board for allocating the funds to SFMTA. Mr. Olea added that additional funding was needed to work on the remaining locations, particularly the downtown locations that tend to have more construction challenges.

Commissioner Preston said it would be helpful to have clarity and asked how many mast arms had been installed, how many remained, the installation timeline and how the timeline may have changed based on the budget realities. Regarding red light cameras, Commissioner Preston said he was also struck by the variations by locations and was interested in the theory behind some locations having low numbers. He mentioned the intersection of 6th and Folsom Street, which had low instances of red light running and asked if there was a camera malfunction or if it was a well-designed intersection. Commissioner Preston also added that there could be important lessons learned from the intersection.

Mr. Olea responded that he would speak with the team that tracked capital programming to determine the locations where mast arms were installed, and which locations remained. He added that SFMTA could produce a map to share with the Board and encouraged staff to continue to invest in the infrastructure to see the safety and state of good repair benefits. With respect to Commissioner Preston's question on red light cameras, Mr. Olea said SFMTA is studying the different violation patterns to determine what could be done to reduce the violations. He also said SFMTA increased the yellow light timing from three seconds to four seconds. For 6th Street, Mr. Olea said he would confirm that the camera was providing accurate numbers and theorized that the sequencing of lights and/or the design of the corridor may be slowing motorists down. He also said the signals in the South of Market neighborhood were upgraded to be more prominent and visible.

Commissioner Fewer thanked Mr. Olea for the presentation and said it was a no brainer to say that red light cameras are more cost effective than having the police do all the enforcement. She also requested collision information for Geary and Park Presidio and inquired whether a red light camera needed to be installed at that location. She said that she and Commissioner Mandelman worked with the police department on new training classes for the traffic division resulting in more police officers being able to give traffic tickets.

Commissioner Yee commented that it was a collective effort between red light cameras and police officer enforcement, since both serve different functions for traffic safety.

Chair Peskin requested Director Tilly Chang work with Mr. Olea to obtain the flow of funding information related to red light violations and present back to the Board at a future meeting.

During public comment, Aleta Dupree commented on the importance of red light cameras. She added

A caller commented red light cameras nationwide have been notorious for fraud and abuse so monitoring needs to be in place. He said that improving user behavior would be cheaper and more effective than red light camera installation. He suggested adding countdown timers to alert drivers how much time is left before the light changes. He attributed the drop in red light running in the late nineties to the installation of countdown timers. He also requested to see the criteria used to select locations for red light camera enforcement.

Jay Bain, a Richmond District resident and member of the Pedestrian Safety Advisory Committee expressed concern over the decline in police enforcement in traffic safety especially on the 'focus on five' citations that can save lives. He said he appreciated comments made by Commissioners Stefani, Yee and Haney today and that he looked forward to red light camera installation. He thanked staff and everyone involved in efforts in making the city safer.

Jodie Medeiros, Director of Walk San Francisco, thanked Mr. Olea, staff and the Board for presenting the information and said that red light cameras seem like a cost effective approach to red light running enforcement. Given the long lead time to get the cameras installed, she requested that the Transportation Authority ask SFMTA to bring regular updates on the list of proposed locations for potential installations to keep the pipeline full rather than waiting for the next 8 to be completed.

After public comment, Chair Peskin thanked everyone for being so engaged in this important issue, and thanked Commissioner Yee, Chair of the Vision Zero Committee for his leadership on this and pedestrian safety citywide. He said he will schedule a follow up hearing with information that many Board members have asked for and that Transportation Authority staff will work with SFMTA staff to get the requested information.

10. Update on the Van Ness Avenue Bus Rapid Transit Project Business Construction Mitigation Program – INFORMATION

Jada Jackson, Project Manager at the Office of Economic Workforce Development, presented the item.

Chair Peskin asked if Ms. Jackson could send over any additional information that can be distributed (e.g. included in newsletters) by commissioners whose districts are along the corridor, in the month of October. He added that he appreciated Ms. Jackson's work and outreach about the program and was glad that the modicum of relief will be forthcoming.

There was no public comment.

11. Update on the Caltrain Modernization Program – INFORMATION

Due to time constraints item 11 was deferred to November by the Chair.

There was no public comment.

Other Items

12. Introduction of New Items – INFORMATION

Commissioner Yee requested a presentation on autonomous vehicles being tested again in San Francisco at a future meeting, saying he wanted to know more about it, who is monitoring, what safety precautions we have, etc.

Chair Peskin echoed Commissioner Yee's request and said he has discussed this topic with SFMTA Director Tumlin and Executive Director Tilly Chang. He noted this topic involves police, fire, different transportation agencies, and the state DMV, which issues the permit. He said he would ask Director Chang to agendize this topic for a November Board meeting.

Commissioner Ronen requested that Chair Peskin agendize a resolution she will be submitting in opposition to the Metropolitan Transportation Commission's (MTC's) recent addition of a telecommute mandate in the Final Blueprint of Plan Bay Area (PBA) 2050. She noted she served as the board's representative on the MTC and said that several weeks ago the MTC approved the Final Blueprint of PBA 2050 and at the last minute MTC added a strategy (EN7), a mandate that large employers with 25 employees or more and the ability to do their work remotely, must have at least 60% of employees telecommute on any given day. She reported that MTC staff stated that this strategy was needed to demonstrate how the region will meet the its19% greenhouse gas reduction target for the year 2035 set by the California Air Resources Board. Commissioner Ronen said, left as written, the telecommute mandate will have negative impacts on San Francisco and on low income workers and people of color throughout the region. For instance, if a large portion of the workforce is no longer commuting, that will resulting in reduced transit revenues and further cuts in transit service, which would hurt low income workers who are more likely to have jobs that can't be done remotely and are more likely dependent on public transit. She said the proposed resolution would urge amendments to reframe and revise the strategy before the PBA final approval action at the end of December. Commissioner Ronen said that Mayor Breed and San Jose Mayor Liccardo issued a joint strategy opposing the telecommute mandate and the San Francisco state delegation had submitted a letter, as well.

Chair Peskin responded that the item will be placed on the October 27 agenda, perhaps with a first read approval given the time sensitivity.

13. Public Comment

During public comment, Roland Lebrun thanked Chair Peskin for deferring the Caltrain item, and asked if the presentation could be posted to the website.

Francisco Da Costa requested a needs assessment item and reporting on how bond proceeds are being used to support accountability and transparency.

14. Adjournment

The meeting was adjourned at 12:20 p.m.

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BD102020 RESOLUTION NO. 21-14

RESOLUTION APPOINTING ROBERT GOWER AND DAVID KLEIN TO THE CITIZENS ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two open seats on the CAC resulting from two members' term expirations; and

WHEREAS, At its October 20, 2020 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Robert Gower and David Klein to serve on the CAC for a period of two years, with final approval to be considered at the October 27, 2020 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints two members to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

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1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 5

DATE: September 24, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 10/20/20 Board Meeting: Appointment of Two Members to the Citizens Advisory Committee

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Neither staff nor CAC members make recommendations regarding CAC appointments.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
There are two open seats on the CAC requiring Board action. The vacancies are a result of the term expirations of David Klein (District 1 representative) and Robert Gower (District 11 representative), both of whom are seeking reappointment. There are currently 33 applicants to consider for the open seats (Attachment 2).	☐ Plan/Study
	☐ Capital Project Oversight/Delivery
	☐ Budget/Finance
	☐ Contract/Agreement
	☒ Other: CAC Appointment

BACKGROUND

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

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> "…shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2020/21 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Matrix of CAC Members
- Attachment 2 – Matrix of CAC Applicants
- Attachment 3 – CAC Applications

Attachment 1 (Updated 10.07.20)

CITIZENS ADVISORY COMMITTEE MEMBERS [1]

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 20
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Danielle Thoe	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 19	Oct 21
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Stephanie Liu	F	A	5	Western Addition	Environment, Neighborhood, Public Policy	Dec 19	Dec 21
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 22
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 22
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 22
Nancy Buffum	F	C	4	Sunset	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Sept 20	Sept 22

*Applicant has not appeared before the Board A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)

Attachment 2 (Updated 10.07.20)

CITIZENS ADVISORY COMMITTEE APPLICANTS [1]

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1	Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3	Sam Fielding*	M	NP	11	Merced Heights	Business, Environment, Neighborhood, Public Policy, Senior Citizen
4	Harold Flowers*	NP	NP	9	Sunset District	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
5	Jane Ginsburg*	F	C	5	Lower Haight/Duboce Park	Environment, Neighborhood, Public Policy, Senior Citizen
6	Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
7	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
8	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
10	David Klein	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens
11	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
12	Matthew Laroche*	M	C	4	Outer Sunset	NP
13	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
14	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
15	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
16	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
17	Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy

*Applicant has not appeared before the Board A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)

Attachment 2 (Updated 10.07.20)

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
18	Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
19	Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
20	Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
21	Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
22	Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
23	John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24	Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
25	Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
26	Adrianne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
27	Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
28	Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
29	Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
30	Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
31	Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy
32	David Young*	NP	NP	6	SOMA	Business, Environment, Neighborhood, Public Policy
33	Bozhao Yu	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy

*Applicant has not appeared before the Board A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)

Attachment 3
Citizens Advisory Committee
APPLICANTS for District 1 and 11
Updated 10.07.20

*****Applicant has not appeared before the Board.

No.	Name	District	Neighborhood	Affiliation/Interest	Page
1	Bozhao Yu*	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy	**2**
2	John Powell*	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	**3**
3	David Klein	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizen	**4**
4	Robert Gower	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	**6**
5	Sam Fielding*	11	Merced Heights	Business, Environment, Neighborhood, Public Policy, Senior Citizen	**7**

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

Bozhao	Yu	Male	Asian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
1	Lone Mountain	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94117
STREET ADDRESS OF HOME	CITY	STATE	ZIP
6	SOMA		
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
201 Spear st	San Francisco	CA	94110
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I work as a software engineer for the past ten years and commute to SOMA for the last five years, providing a different angle and view into our community's needs and want.
I regularly organize meetups and dinners for the first generation immigrants in tech. I want to provide a voice for those who are not familiar with our government's process and communicate to them with our city's plans and actions, increasing transparency and gain trust from them.

Statement of objectives:

My objectives if I am appointed to TA CAC are:
1. Be the bridge between my neighborhood/community and our city government on topics around transportation. Communicate plans/actions to my community and provide voices/comments from my community.
2. Provide expertise on topics involving technology.
3. Communicate findings and plans from the meeting back to my community and neighborhood

Please select all categories of affiliation or interest that apply to you:

X	Business
	Disabled
X	Environment
	Labor
X	Neighborhood
X	Public Policy
	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Bozhao Yu	2/21/2019
NAME OF APPLICANT	DATE

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

John	Powell	Male	Hispanic or Latino
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
1	Outer Richmond	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94121
STREET ADDRESS OF HOME	CITY	STATE	ZIP
2	Presideo		
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
988 presided ave	San Francisco	CA	94115
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am a 9163 transit operator. Many people from the public tell me how upset they are that our transit system is not working properly. I have a few ideals that may help fix it and would love to see our transit system become the best in the world. For one one time performence needs to be watched better. Also the drivers staffing issue needs to be fixed. This could be done by putting them on a low income housing list like teachers and cops get while reviewing disciplin procedures.

Statement of objectives:

I want to fix MUNI to work for the public.

Please select all categories of affiliation or interest that apply to you:

	Business
X	Disabled
X	Environment
X	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

John Powell	2/21/2019
NAME OF APPLICANT	DATE

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

David	Klein	Male	Caucasian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
1	Outer Richmond	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94121
STREET ADDRESS OF HOME	CITY	STATE	ZIP
		REDACTED	REDACTED
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
REDACTED	San Francisco	CA	94121
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

Having spent over a decade within the technology sector I'm most proud of the past two years with Moovit the world's #1 public transit app. The relationships I formed with public and private transit, infrastructure conglomerates, and technology partners across North America opened my eyes to the potential of public transit today and into the future. Subsequently, I'd love to invest this knowledge into public policy and action by joining the the SFCTA CAC.
Especially, as I have 4 years of experience as a Chairman and Committee Member for Oakland Fund for Children and Youth in my prior Oakland, CA residence. Like the SFCTA CAC role, my time with the OFCY was a Board of Supervisors Appointment focused on analyzing and implementing public policy such as:

- $9 - $14 million annual budgets twice prepared for 3-year strategic plans
- 250 applications from nonprofit agencies reviewed and recommend funding for
- 138 agencies selected and managed while Chair of Evaluation Sub-Committee,
- Led quarterly evaluations, ensuring funded agencies adhered to terms of service
- Chaired public meetings using Robert's Rules of Order; set meeting agendas

With that I thank you for considering my qualifications.

Statement of objectives:

As a potential appointee, my objective is to best serve the residents of District 1 by obtaining timely and safe travel from our outlying neighborhood. Specifically, more efficient connections to downtown/SOMA and regional transportation, while ensuring the safety of travelers and the environment from all modes of transit. Furthermore, creating policies around disruptive transit providers that maximize carpooling and equity, and empowers SF Muni to right size their transit fleet, so both private companies and SF Muni may better meet the approaching fleets of Autonomous Vehicles.

Please select all categories of affiliation or interest that apply to you:

	Business
	Disabled
X	Environment
X	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

David Klein	6/21/2018
NAME OF APPLICANT	DATE

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

Robert	Gower	Male	Not Provided
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
11	Mission Terrace	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDCATED	San Francisco	CA	94112
STREET ADDRESS OF HOME	CITY	STATE	ZIP
3	Embarcadero	REDACTED	REDACTED
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
REDACTED	San Francisco	CA	94111
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am an eager community volunteer that is passionate about public transportation and pedestrian safety. I have been an active member of the Haight-Ashbury Improvement Association (2009-2012) and the New Mission Terrace Improvement Association (2012 - present).
I am an attorney licensed with the California State Bar, and familiar with local government structure, law, and policy. My career in employee benefits has exposed me to complex contract review, budget design, and fiduciary obligations. I regularly speak to large and diverse groups, relaying complicated information in a clear and concise manner.

Statement of objectives:

I am interested in long-term strategic planning to help improve infrastructure and public transportation for all San Franciscans. I hope to be able to use a position on the Advisory Committee to be an advocate for District 11, which has unique transportation concerns, and a population heavily reliant on public transportation. I am also happy to engage with the community on projects that are under the umbrella of the SFCTA.

Please select all categories of affiliation or interest that apply to you:

	Business
X	Disabled
X	Environment
	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Robert Gower 8/10/2018

NAME OF APPLICANT DATE

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority
Application for Membership
on the Citizens Advisory Committee

Sam	Fielding	Male	Not Provided
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
11	Merced Heights	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	California	94132
STREET ADDRESS OF HOME	CITY	STATE	ZIP
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am a City Planner with over 16 years of CEQA/NEPA environmental and transportation planning experience implementing innovative environmental, multi-modal transportation planning projects including: residential and commercial project review, General Plan and Priority Development Area Specific Plan development, community outreach, urban planning, research, analysis and coordination of pedestrian safety, traffic calming, transit, bicycle, and climate action planning projects. He has managed CEQA/NEPA environmental analysis, review and document preparation for both urban and transportation planning projects in the San Francisco Bay Area. I am currently an Urban Planner with the City of Millbrae, Community Development Department, Planning Division (4 years, 7 months). I have extensive transportation planning experience working for SFMTA, Caltrans and SF Planning Department Office of Environmental Review. Please see the following link for employment experience details: https://www.linkedin.com/in/sam-c-fielding-0267666/

Statement of objectives:

My objective and goal if appointed to the TA CAC will be to provide input to SFCTA on future countywide transportation planning projects as a resident of Supervisor District 11, with particular attention to how proposed projects would impact single-family dwelling property owners in the District and to objectively evaluate the community benefits and trade-offs associated with the proposed transportation projects. In particular, I will focus on how transportation integrates with affordable housing In District 11 and San Francisco and ensure that proposed transportation projects and plans do not further increase the cost of living in San Francisco for middle-class families.

Please select all categories of affiliation or interest that apply to you:

X	Business
	Disabled
X	Environment
	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

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By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Sam Fielding	3/11/2020
NAME OF APPLICANT	DATE

San Francisco
County Transportation
Authority

BD102020 RESOLUTION NO. 21-15

RESOLUTION ADOPTING TRAFFIC CONGESTION MITIGATION TAX (TNC TAX) PROGRAM GUIDELINES AND PROGRAMMING $7,505,686 IN TNC TAX FUNDS TO TWO PROJECTS

WHEREAS, In November 2019, San Francisco voters approved the Proposition D Traffic Congestion Mitigation Tax to impose a surcharge on Transportation Network Company (TNC) trips that originate in San Francisco, for the portion of the trip within the City; and

WHEREAS, Beginning on January 1, 2020, single occupant TNC trips are taxed at 3.25%, shared trips are taxed at 1.5%, and trips provided in electric vehicles are taxed at 1.5% through 2024; and

WHEREAS, After 2% of revenue goes to the City and County of San Francisco (CCSF) for administration, 50% of revenue goes to the San Francisco Municipal Transportation Agency (SFMTA) for transit operations and improvements and 50% comes to the Transportation Authority for bicycle and pedestrian safety improvements, traffic calming, signals, and maintenance; and

WHEREAS, In order to inform development of the TNC Tax Program Guidelines, staff undertook a listening tour from December 2019 through March 2020 and sought input from agencies and stakeholders such as SFMTA, Department of Public Health, Vision Zero Task Force, Bicycle Advisory Committee, Pedestrian Safety Advisory Committee, San Francisco Bicycle Coalition, Walk San Francisco and Youth Commission's Housing and Transportation Land Use Committee, in addition to seeking input from the Transportation Authority's Technical Working Group; and

WHEREAS, The attached Program Guidelines establish four programmatic categories (Quick-Builds, Safe Streets, Signals, and Maintenance), provide revenue projections, and establish policies to guide program administration, including programming and allocation of funds; and

San Francisco
County Transportation
Authority

WHEREAS, Revenue projections published in July 2019 by CCSF's Office of the Controller and Office of Economic Analysis indicated approximately $30 million annually from the TNC Tax, and after the 2% administration fee to CCSF, and subsequent 50/50 split between the Transportation Authority and the SFMTA, approximately $14.7 million annually was projected to come to the Transportation Authority; and

WHEREAS, Actual total revenue collection for January 2020 to June 2020 was severely impacted by the COVID-19 pandemic and shelter-in-place orders and totaled $5,271,588, with $2,583,181 coming to the Transportation Authority; and

WHEREAS, For Fiscal Year 2020/21, the Transportation Authority's adopted budget aligns with the CCSF Controller's Office estimate of $15 million in revenue from the TNC Tax, with $7.35 million coming to the Transportation Authority; and

WHEREAS, Given the current uncertainty about this new revenue source staff is recommending taking a conservative approach to programming, and only programming $7.5 million of the total $9.9 million forecast to be available by the end of FY 2020/21, an amount which includes revenues collected in FY 2019/20; and

WHEREAS, Similarly, staff is recommending taking a conservative approach to allocations, and is recommending only allocating funds once they have been collected; and

WHEREAS, Staff is recommending programming only $7.5 million of the total $9.9 million in TNC Tax revenues forecast to be available in FY 2020/21 to SFMTA's FY21 Vision Zero Quick-Build Program ($2,505,686) and its FY22 Vision Zero Quick-Build Program ($5,000,000) in order to provide high priority safety improvements in the near-term, balanced with the uncertainty about revenue levels; and

WHEREAS, Staff will continue to closely monitor program revenues and if they come in as projected or higher, may issue a call for project to program additional

San Francisco
County Transportation
Authority

funds later this year; and

WHEREAS, At its September 23, 2020 meeting, the Citizens Advisory Committee was briefed on the draft TNC Tax Program Guidelines and recommended programming and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached TNC Tax Program Guidelines; and be it further

RESOLVED, That the Transportation Authority hereby programs a total of $7,505,686 to the SFMTA's FY21 Vision Zero Quick-Build Program ($2,505,686) and its FY22 Vision Zero Quick-Build Program ($5,000,000).

Attachment:
- Attachment 1 – TNC Tax Program Guidelines

Traffic Congestion Mitigation Tax

Draft Program Guidelines

San Francisco
County Transportation
Authority

Draft

Table of Contents

1. Introduction

The Proposition D Traffic Congestion Mitigation Tax was passed by San Francisco voters in November 2019. The measure, also referred to as the Transportation Network Company (TNC) Tax, is a surcharge on commercial ride-hail trips that originate in San Francisco, for the portion of the trip within the City. The intent of the TNC Tax program is to deliver improvements to transit reliability and safety on San Francisco's roadways, mitigating the effects of increased congestion due to TNC vehicles. Beginning January 1, 2020, a 1.5% tax is charged on shared rides or rides taken in a zero-emission vehicle, and 3.25% is charged on rides with a single occupant. The measure also takes into account rides provided by autonomous vehicles in the future which would be taxed in this same manner and rides provided by private transit companies if a company were to enter the market. The tax is in effect until November 2045.

Revenue projections published by the City and County of San Francisco (CCSF) Office of the Controller and Office of Economic Analysis released in July 2019 indicated approximately $30 million in annual revenue. After a 2% set aside for administration by CCSF, 50% of the revenues are directed to the San Francisco Municipal Transportation Agency (SFMTA) for transit operations and improvements, and 50% comes to the Transportation Authority for bicycle and pedestrian safety improvements. The ordinance outlines the eligible uses for the Transportation Authority's share of revenues which are specified as pedestrian and bicycle safety improvements, traffic calming, traffic signals, and maintenance. Eligible phases include planning, design, and construction and sponsors can be any public agency that implements eligible projects.

2. Special Circumstances for Fiscal Year 2020/21

Given the nature of this new revenue source, and that it is the first of its kind in California, there is uncertainty around how revenues will perform. In addition to that uncertainty, only two months after revenue collection began on January 1, a shelter-in-place order was issued on March 16 for San Francisco due to the COVID-19 pandemic. The pandemic has drastically reduced travel to and within San Francisco, including demand for trips provided by TNCs. This reduction in travel has severely impacted TNC Tax revenue.

These Program Guidelines reflect the extraordinary circumstances we are in. The policies herein provide guidance to Transportation Authority staff and project sponsors on administration of the TNC Tax program for Fiscal Year (FY) 2020/21. We are establishing four programmatic categories for eligible projects. However, in light of uncertainty about revenue levels brought on by the COVID-19 pandemic, we are recommending programming only $7.5 million of the total $9.9 million forecast to be available by the end of FY 2020/21 to the SFMTA's Vision Zero Quick-Build Program (from the Quick-Builds category). This approach responds to the need to provide high priority safety improvements in the near-term, balanced with the uncertainty about revenue levels. During the year, we will closely monitor revenues, and if they are coming in as projected or higher, we may issue a call for projects to program additional funds later this year. As revenue trends emerge and the economy recovers from the COVID-19 pandemic, we will revise these Program Guidelines to establish the process for programming funds in each of the programmatic categories.

3. Programming

3.1 | FUNDS AVAILABLE

The initial revenue projections for the TNC Tax were based on pre-pandemic conditions during which San Francisco was experiencing significant levels of traffic congestion. Revenue collections began January 1, 2020 and then in mid-March health authorities issued shelter-in-place orders in San Francisco and much of the Bay Area. In the first six months of collection, revenues were 65% lower than projected, generating a total of $2,583,181 for the Transportation Authority's share of the program. Table 1 below compares the projections against actual collections from program inception through June 2020.

Table 1 Projected and Actual TNC Tax Revenues, January to June 2020.

MONTH 2020	ORIGINAL TOTAL REVENUE PROJECTIONS	ACTUAL TOTAL REVENUE COLLECTIONS	TRANSPORTATION AUTHORITY 50% SHARE*
January	$2,500,000	$1,842,117	$902,637
February	$2,500,000	$1,863,898	$913,310
March	$2,500,000	$825,459	$404,475
April	$2,500,000	$164,791	$80,748
May	$2,500,000	$101,212	$49,594
June	$2,500,000	$466,525	$228,597
Total	**$15,000,000**	**$5,271,588****	**$2,583,181****

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration.

**Total revenue collections include $7,641 in interest earned, with the Transportation Authority receiving 50%, or $3,820.

For FY 2020/21, the CCSF Controller's Office is estimating $15 million in revenue from the TNC Tax, with approximately $7.35 million coming to the Transportation Authority. This estimate is based on $500,000 per month from July to September 2020 and $1.5 million per month from October 2020 to June 2021, assuming the economy starts to recover from the pandemic-induced recession.

Table 2 Projected TNC Tax Revenues, July 2020 to June 2021.

REVENUE COLLECTION PERIOD	TOTAL PROJECTED TNC TAX REVENUES	TRANSPORTATION AUTHORITY 50% SHARE*
July 2020 – June 2021	$15,000,000	$7,350,000

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration.

There is continued uncertainty about how this new revenue source will perform this fiscal year due the pandemic and other policy-related decisions about TNC operations in California. As a

result, we are taking a conservative approach to both programming and allocations (e.g. we will only allocate funds that have already been collected). Based on funds received through June 2020, we anticipate allocating $2.5 million for the SFMTA's FY21 Vision Zero Quick-Build Program in October 2020. Based on current projections for FY 2020/21 collections, we are programming the first $5 million for the SFMTA's FY22 Vision Zero Quick-Build Program. We will monitor revenues closely and may return to the Board for additional programming and potentially allocation actions this fiscal year, if revenues increase significantly and there is an urgent need for funds.

3.2 | PROGRAMMATIC CATEGORIES

Prior to the COVID-19 pandemic, we developed four programmatic categories to guide the allocation of funds. These categories are based on the eligibility language in the TNC Tax ordinance, stakeholder feedback, and our experience with other fund programs. While we are prioritizing Quick-Builds for the inaugural allocation, we are establishing the four programmatic categories as part of the Program Guidelines and will program and allocate to the additional categories as revenue trends emerge. Descriptions of each programmatic category are below.

QUICK-BUILDS

Quick-Build projects include reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, transit boarding islands, and parking and loading changes. These projects are focused on safety improvements to the High Injury Network, the 13% of city streets that account for 75% of severe and fatal injuries. Quick-Builds allow near-term implementation of safety improvements while longer-term infrastructure improvements are designed. While the materials and methods used to install improvements makes reversal possible, it is not necessarily the intent that treatments will be reversed. The SFMTA is the project sponsor for this category.

SAFE STREETS

Safe Streets projects include permanent safety improvements, such as protected bike lanes, midblock crossings, traffic calming measures, and safety improvements that may be part of larger projects such as complete streets or corridor-length projects. This category is expected to leverage other funding sources. The Transportation Authority will issue periodic competitive calls for projects for this category. Any public agency may apply for funds from this category.

SIGNALS

Signals projects include new signals, upgraded signals, and signal retiming to improve safety. The SFMTA is the project sponsor for this category.

MAINTENANCE

Maintenance of existing safety infrastructure for pedestrians and cyclists. Projects may include paint, safe hit posts, signal, and other low-cost maintenance needs. The SFMTA is the project sponsor for this category.

3.3 | PRIORITIES FOR FY 2020/21

Programming priorities for FY 2020/21 respond to the need to provide high priority safety improvements in the near-term, balanced with the uncertainty brought on by the COVID-19 pandemic. Programming details are provided below.

- Consistent with the CCSF, 2% of the Transportation Authority's share of revenues will be used for program administration and oversight.
- Building off data collection and analysis efforts that led to development of the TNC Tax as well as feedback received from listening sessions about the proposed TNC Tax guidelines, we will set aside 1% of revenues for systematic data collection and analysis of TNC trips in San Francisco.
- For FY 2020/21, we will not set aside a capital reserve in order to maximize funds available for projects, and because we are only allocating funds after they have been collected. In the future when we are able to project revenues with more confidence, we may begin to allocate funds based on projections (rather than what has been collected) and would then establish a capital reserve of 10%, in line with Transportation Authority fiscal policy.

  Based upon the above programming approach, Table 3 shows the funds available for programming and potential allocation in FY 2020/21.

Table 3 Funds Available for Programming and Potential Allocation for FY 2020/21.

REVENUE COLLECTION PERIOD	STATUS	TRANSPORTATION AUTHORITY 50% SHARE*	ADMINISTRATION / OVERSIGHT (2%)	DATA COLLECTION / ANALYSIS (1%)	AVAILABLE FOR PROGRAMMING / ALLOCATION
January 2020 – June 2020	Actual	$2,583,181	$51,664	$25,832	$2,505,686
July 2020 – June 2021	Estimate	$7,350,000	$147,000	$73,500	$7,129,500

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration.

- The proposed inaugural allocation based on funds received through June 2020 will provide $2,505,686 for the SFMTA's FY 2020/21 Vision Zero Quick-Build Program, which will leverage an anticipated $936,314 in Prop K funds and $810,000 in Prop B General Funds, for a total of $4,252,000.

  In addition to the inaugural allocation of $2.5 million, we will program an additional $5 million in anticipated TNC Tax revenues from FY 2020/21 for the Vision Zero Quick-Build Program.
- We may issue a call for projects to program additional funds for any revenue collected during FY 2020/21 beyond the $5 million prioritized for the SFMTA's Vision Zero Quick-Build Program.

We will closely monitor revenue collection in the coming months and anticipate amending these Program Guidelines in the future to establish the process for programming funds in each of the four programmatic categories: Quick-Builds, Safe Streets, Signals, and Maintenance.

4. Policies

Policies provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the TNC Tax program. The policies highlighted here address the allocation and administration of funds and clarify the Transportation Authority's expectations of sponsors to deliver their projects. We anticipate revising these policies in the future as revenue trends emerge and we can more confidently forecast anticipated revenues.

4.1 | ALLOCATION

- Prior to allocation of any TNC Tax funds, projects must be programmed by the Transportation Authority Board. To become programmed, projects must be submitted by project sponsors for Transportation Authority review and approval.
- Allocations of TNC Tax funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Fiscal Year Cash Flow Distribution Schedules will be adopted as part of the allocation approval. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original allocation or as amended.
- Funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, lack of a full funding plan for the requested phase(s), failure to provide evidence of necessary inter- and/or intra-agency coordination, evidence of a lack of community support or consensus, or any pending or threatened litigation.
- The project sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or entity with the authority to program (or commit) the funds and recognized by the Transportation Authority as available for the phase at the time the funds are needed.
- In establishing priorities, the Transportation Authority will take into consideration the need for TNC Tax funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.

- To support cost-effective project delivery, transparency, and prudent management of this pay-as-you-go-program, TNC Tax funds will be allocated to one project phase at a time. The Transportation Authority may consider exceptions to approve multi-phase allocations.
- Allocations of TNC Tax funds for specific project phases will be contingent on the prerequisite milestones shown in Table 4. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements for projects funded with TNC Tax funds.

Table 4 Prerequisite Milestones for Allocation.

PHASE	PREREQUISITE MILESTONE(S) FOR ALLOCATION
Planning	• Funds programmed by the Board
Design Studies (PS&E)	• Funds programmed by the Board • Approved environmental document • Capital construction phase included in programming document, such as Capital Improvement Program
Construction	• Funds programmed by the Board • Approved environmental document • Right of way certification (if appropriate) • 95% PS&E or substantial completion of design • All applicable permits

- Project phases for which TNC Tax funds will be allocated will be expected to result in a complete work product or deliverable. Table 5 demonstrates the products expected to accompany allocations. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 5 for a specific phase shall include a description of the expected work product/deliverable, and are subject to approval by the Transportation Authority.

Table 5 Expected Work Product/Deliverable.

PHASE	EXPECTED WORK PRODUCT/DELIVERABLE
Planning	• Final report or memorandum including set of recommendations identified through the planning process
Design Studies (PS&E)	• Evidence of completion of design (e.g. copy of design certifications page and/or work authorization)
Construction	• Constructed improvement

- It is imperative to the success of the TNC Tax program that project sponsors of TNC Tax-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- At the time of allocation, priority will be given to projects that:
  - **Benefit Communities of Concern.** Projects that directly benefit disadvantaged communities, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged communities.
  - **Located on the High Injury Network.** Projects that improve safety on the Vision Zero High Injury Network.
  - **Improve safety for vulnerable populations.** Projects that improve safety for vulnerable populations, including but not limited to projects near schools, senior centers, community centers that improve safety for pedestrians, people on bicycles, children and seniors.
  - **Demonstrate community engagement and support.** Projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
  - **Time sensitive.** Projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
  - **Leverage other funding.** Projects that can demonstrate leveraging of TNC Tax funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
  - **High priority for project sponsor.** For project sponsors that submit multiple TNC Tax programming requests, the Transportation Authority will consider the project sponsor's relative priority for its requests.
  - **Consider project delivery track record.** The Transportation Authority will consider the project sponsors' past project delivery track record of prior Transportation Authority-programmed funds when prioritizing potential TNC Tax-funded projects. For sponsors that have not previously received Transportation Authority funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.
  - **Demonstrate geographic equity.** TNC Tax programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.

4.2 | TIMELY USE OF FUNDS REQUIREMENTS

- Timely-use-of-funds requirements will be applied to all TNC Tax allocations to help avoid situations where funds sit unused for prolonged periods of time. Any programmed project that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects.
- The intent of the TNC Tax program is to expedite delivery of safety improvements. Therefore, implementation of the project phase must commence within 6 months of the date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 6 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority.
- TNC Tax final reimbursement requests and project closeout requests shall be submitted within 12 months of project completion.

4.3 | ADMINISTRATION

- This is a reimbursement-based program.
- TNC Tax funds will be spent down at a rate proportional to the TNC Tax share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed. If there are no future phases for that project, remaining funds will be returned to the TNC Tax program for reprogramming in any category.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement. Exceptions to this policy may be made, including:
  - Where the Transportation Authority has previously approved the scope of a project and that scope has incurred increased costs.
  - Capital costs of a multi-year project to which the Transportation Authority has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a Transportation Authority allocation.

- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project receiving a TNC Tax allocation.

Appendix I: TNC Tax Ordinance

City and County of San Francisco
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Certified Copy

Motion

190584 **[Initiative Ordinance - Business and Tax Regulations, Administrative Codes - Tax on Net Rider Fares of Commercial Ride-Share Companies, Autonomous Vehicles, and Private Transit Services Vehicles]**

Sponsors: Mayor; Peskin, Yee, Ronen, Mandelman, Brown, Fewer, Haney, Walton, Stefani, Safai and Mar

Motion ordering submitted to the voters at an election to be held on November 5, 2019, an Ordinance amending the Business and Tax Regulations Code and Administrative Code to impose an excise tax on the net rider fares for rides facilitated by commercial ride-share companies and rides provided by autonomous vehicles and private transit services vehicles, to fund transportation operations and infrastructure for traffic congestion mitigation in the City; and to increase the City's appropriations limit by the amount collected under the tax for four years from November 5, 2019.

7/23/2019 Board of Supervisors - APPROVED

Ayes: 11 - Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO

CLERK'S CERTIFICATE

I do hereby certify that the foregoing Motion is a full, true, and correct copy of the original thereof on file in this office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the offical seal of the City and County of San Francisco.

July 25, 2019
Date

Angela Calvillo
Clerk of the Board

AMENDED IN COMMITTEE
7/10/2019

FILE NO. 190584 MOTION NO. M19-116

[Initiative Ordinance - Business and Tax Regulations, Administrative Codes - Tax on Net Rider Fares of Commercial Ride-Share Companies, Autonomous Vehicles, and Private Transit Services Vehicles]

Motion ordering submitted to the voters at an election to be held on November 5, 2019, an Ordinance amending the Business and Tax Regulations Code and Administrative Code to impose an excise tax on the net rider fares for rides facilitated by commercial ride-share companies and rides provided by autonomous vehicles and private transit services vehicles, to fund transportation operations and infrastructure for traffic congestion mitigation in the City; and to increase the City's appropriations limit by the amount collected under the tax for four years from November 5, 2019.

MOVED, That the Board of Supervisors hereby submits the following ordinance to the voters of the City and County of San Francisco, at an election to be held on November 5, 2019.

Ordinance amending the Business and Tax Regulations Code and Administrative Code to impose an excise tax on the net rider fares for rides facilitated by commercial ride-share companies and rides provided by autonomous vehicles and private transit services vehicles, to fund transportation operations and infrastructure for traffic congestion mitigation in the City; and to increase the City's appropriations limit by the amount collected under the tax for four years from November 5, 2019.

NOTE: **Unchanged Code text and uncodified text** are in plain font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Mayor Breed; Supervisors Peskin, Yee, Ronen, Mandelman, Brown, Fewer, Haney, Walton, Stefani, Safaí, Mar
BOARD OF SUPERVISORS

Be it ordained by the People of the City and County of San Francisco:

Section 1. Pursuant to Articles XIII A and XIII C of the Constitution of the State of California, this ordinance shall be submitted to the qualified electors of the City and County of San Francisco at the November 5, 2019, municipal election.

Section 2. The Business and Tax Regulations Code is hereby amended by adding Article 32, consisting of Sections 3201 to 3213, to read as follows:

ARTICLE 32: TRAFFIC CONGESTION MITIGATION TAX

SEC. 3201. SHORT TITLE.

This Article 32 shall be known as the "Traffic Congestion Mitigation Tax Ordinance," and the tax it imposes shall be known as the "Traffic Congestion Mitigation Tax."

SEC. 3202. FINDINGS AND PURPOSE.

(a) Strategies for managing traffic congestion are key to ensuring that San Francisco's transportation system remains efficient, affordable, and safe as the number of jobs and the population in San Francisco grows. These strategies include improving transit, improving access to bicycling and walking, supporting walkable and transit-oriented neighborhoods, and managing vehicle use, parking, and traffic signals.

(b) Over the years, traffic congestion has increased in San Francisco, with San Francisco ranking among the top five most congested cities in the world, according to the 2018 INRIX Global Traffic Scorecard, which analyzes traffic congestion in more than 200 cities across 38 countries. As

congestion increases, it is vital that San Francisco continue to make its transit system faster and more reliable while ensuring that the City invests in streets to create a safer environment.

(c) Emerging technologies, including autonomous vehicles, are expected to further increase traffic congestion in San Francisco, with the San Francisco County Transportation Authority's 2017 Report "TNCs Today" documenting that transportation network companies accounted for approximately 50% of San Francisco's congestion increase from 2010-2016. As these technologies expand, it is critical that they complement existing transit infrastructure and improve first-mile-last-mile accessibility, while mitigating congestion.

(d) In 2014, San Francisco adopted Vision Zero, a plan committed to eliminating all traffic deaths in San Francisco. The Vision Zero High Injury Network guides the City's investments in infrastructure and ensures prioritization of critical Transit First, pedestrian safety, and bicycle safety projects. In San Francisco, 13% of streets account for 75% of the City's severe traffic injuries and fatalities. To further the goal of Vision Zero, San Francisco must increase capital investments in street safety.

(e) In 2017, the San Francisco Transportation 2045 Task Force identified a projected $22 billion funding gap for San Francisco's transportation system through 2045 and possible revenue sources to close that gap, including a tax on rides facilitated by transportation network companies.

(f) In 2018, the Legislature enacted Assembly Bill 1184, which confirmed the City's authority to impose a tax on net rider fares for rides originating in San Francisco, including rides facilitated by transportation network companies and rides provided by autonomous vehicles.

SEC. 3203. DEFINITIONS.

Unless otherwise defined in this Article 32, the terms used in this Article shall have the meanings given to them in Article 6 of the Business and Tax Regulations Code, as amended from time to time.

For purposes of this Article 32, the following definitions apply.

"Autonomous Vehicle" means a vehicle, other than a Taxicab or Limousine, with or without a driver, equipped with and into which has been integrated technology that has the capability to drive the vehicle without the active physical control by a natural person, regardless of whether the vehicle is in driverless operation. An Autonomous Vehicle includes any vehicle capable of being driven remotely by a natural person.

"Commercial Ride-Share Company" means a person that provides prearranged transportation services for compensation using an online-enabled application or platform or any offline method to connect passengers with drivers using a Personal Vehicle, including but not limited to a transportation network company as that term is defined in Section 5431(c) of the California Public Utilities Code as of June 30, 2019.

"Limousine" means a limousine as that term is used in Section 5431 of the California Public Utilities Code as of June 30, 2019.

"Mobility Provider" means any person conducting or controlling a business that provides rides to fare-paying passengers using an Autonomous Vehicle or a Private Transit Services Vehicle, or both, including but not limited to the owner or proprietor of such business.

"Net Rider Fare" means all charges for a ride, including but not limited to charges based on time or distance, or both, and excluding any taxes, fees, and other charges where such taxes, fees, and other charges are imposed by governmental entities on that ride. The Net Rider Fare for a ride includes subscription fees and other indirect charges that are attributable to that ride. The entire amount of subscription fees and other indirect charges that are charged in connection with passenger rides shall be presumed, subject to rebuttal, to be attributable to passenger rides.

"Personal Vehicle" means a vehicle that (1) has a passenger capacity of eight persons or less, including the driver, (2) is owned, leased, rented, or otherwise authorized for use by the driver,

(3) meets any applicable inspection and other safety requirements imposed by the California Public Utilities Commission, and (4) is not a Taxicab or Limousine.

"Private Transit Services Vehicle" means a private transit vehicle as defined in Section 1202 of the Transportation Code as of June 30, 2019.

"Shared Ride" means a ride in which, prior to the commencement of the ride, a passenger requests to share the ride with one or more passengers and each passenger is charged a fare that is calculated, in whole or in part, based on the passenger's request to share all or part of the ride with one or more passengers, regardless of whether the passenger actually shares all or part of the ride. A ride provided by a Private Transit Services Vehicle shall be deemed to be a Shared Ride if that vehicle is designed to carry and regularly carries more than one passenger at a time.

"Taxicab" means a taxicab as that term is used in Section 5431 of the California Public Utilities Code as of June 30, 2019.

"Zero-Emission Vehicle" means a vehicle of a year, make, and model that the California Air Resources Board has certified as a zero-emission vehicle under Section 1962.2 of Title 13 of the California Code of Regulations, as may be amended or replaced by a similar regulation, for 2018 and subsequent model years; under Section 1962.1 of Title 13 of the California Code of Regulations for 2009 through 2017 model years; or under Section 1962 of Title 13 of the California Code of Regulations or predecessor regulation, for 2008 and prior model years. For purposes of this Article 32, a vehicle shall be considered a Zero-Emission Vehicle on and after the date the California Air Resources Board has certified that vehicle's year, make, and model as a zero-emission vehicle under the aforementioned regulations.

SEC. 3204. IMPOSITION OF TAX.

(a) Except as otherwise provided in this Article 32, for the privilege of engaging in business in the City and to raise revenue for the purposes set forth in Section 3208, the City imposes a Traffic Congestion Mitigation Tax, which shall be a special excise tax, as follows:

(1) Except as provided in Section 3204(a)(3), for each ride originating in the City facilitated by a Commercial Ride-Share Company, the tax shall be imposed on the Commercial Ride-Share Company and shall be calculated by applying the following percentages to the Net Rider Fare attributable to the City.

(A) 1.5% for a Shared Ride;

(B) 3.25% for a ride other than a Shared Ride.

(2) Except as provided in Section 3204(a)(3), for each ride originating in the City provided by an Autonomous Vehicle or a Private Transit Services Vehicle, and not facilitated by a Commercial Ride-Share Company, the tax shall be imposed on the Mobility Provider of the Autonomous Vehicle or the Private Transit Services Vehicle and shall be calculated by applying the following percentages to the Net Rider Fare attributable to the City.

(A) 1.5% for a Shared Ride;

(B) 3.25% for a ride other than a Shared Ride.

(3) From January 1, 2020 through December 31, 2024, for each ride described in Section 3204(a)(1) or Section 3204(a)(2) that is provided in a Zero-Emission Vehicle, the tax shall be calculated by multiplying the Net Rider Fare attributable to the City for that ride by 1.5%.

(b) For purposes of this Article 32, a passenger's ride originates in the City if the vehicle picks up that passenger in the City. The Net Rider Fare attributable to the City for each ride shall be the Net Rider Fare for that ride multiplied by a fraction, the numerator of which is the distance traveled within the City for that ride and the denominator of which is the total distance traveled for that ride. In lieu of calculating the distance traveled within the City for each ride a portion of which occurs outside the

City, a person subject to tax under this Article 32 may presume that the Net Rider Fare for each such ride is 50% attributable to the City; provided, however, that such presumption must be applied to all rides for which a portion occurs outside the City during the reporting period. If it is impracticable or unreasonable to attribute a Net Rider Fare to the City based on distance traveled, the Net Rider Fare attributable to the City shall be determined on the basis of all relevant facts and circumstances of the particular case, in accordance with any rulings or regulations issued or promulgated by the Tax Collector.

(c) The tax imposed under this Section 3204 shall apply only to persons that are engaging in business within the City within the meaning of Section 6.2-12 of Article 6 of the Business and Tax Regulations Code.

(d) The Traffic Congestion Mitigation Tax shall be operative on January 1, 2020 and shall expire on November 5, 2045.

SEC. 3205. EXEMPTIONS AND EXCLUSIONS.

(a) Rides that originate in the City and carry passengers across the California state line shall be exempt from the Traffic Congestion Mitigation Tax for only so long as and to the extent that the City is prohibited from taxing such rides under Section 14505 of Title 49 of the United States Code.

(b) Net Rider Fare as defined in Section 3203 shall not include charges for a ride or a portion of a ride if, and only so long as and to the extent that, the City is prohibited from taxing such ride or portion of a ride under the Constitution or laws of the United States or under the Constitution or laws of the State of California.

(c) Any person upon whom the City is prohibited under the Constitution or laws of the United States or under the Constitution or laws of the State of California from imposing the Traffic Congestion Mitigation Tax shall be exempt from the Traffic Congestion Mitigation Tax.

SEC. 3206. CONSTRUCTION AND SCOPE OF THE TRAFFIC CONGESTION MITIGATION TAX ORDINANCE.

(a) This Article 32 is intended to authorize application of the Traffic Congestion Mitigation Tax in the broadest manner consistent with its provisions and with the California Constitution, the United States Constitution, and any other applicable provision of federal or state law.

(b) The Traffic Congestion Mitigation Tax imposed by this Article 32 is in addition to all other City taxes, including without limitation the gross receipts tax imposed by Article 12-A-1 of the Business and Tax Regulations Code, as amended from time to time. Accordingly, by way of example and not limitation, persons subject to both the Traffic Congestion Mitigation Tax and the gross receipts tax shall pay both taxes. Similarly, persons exempt from either the gross receipts tax or the Traffic Congestion Mitigation Tax, but not both, shall pay the tax from which they are not exempt.

SEC. 3207. ADMINISTRATION OF THE TRAFFIC CONGESTION MITIGATION TAX ORDINANCE.

Except as otherwise provided under this Article 32, the Traffic Congestion Mitigation Tax shall be administered pursuant to Article 6 of the Business and Tax Regulations Code, as amended from time to time, including all penalties and other charges imposed by that Article.

SEC. 3208. DEPOSIT OF PROCEEDS; EXPENDITURE OF PROCEEDS.

(a) All monies collected under the Traffic Congestion Mitigation Tax Ordinance shall be deposited to the credit of the Traffic Congestion Mitigation Fund, established in Administrative Code Section 10.100-345. The Fund shall be maintained separate and apart from all other City funds and shall be subject to appropriation. Any balance remaining in the Fund at the close of any fiscal year shall be deemed to have been provided for a special purpose within the meaning of Charter

Section 9.113(a) and shall be carried forward and accumulated in the Fund for the purposes described in Section 3208(b)(3), below.

(b) Subject to the budgetary and fiscal provisions of the Charter, monies in the Traffic Congestion Mitigation Fund shall be appropriated on an annual or supplemental basis and used exclusively for the following purposes:

(1) Up to 2% of the proceeds of the Traffic Congestion Mitigation Tax distributed in any proportion to the Tax Collector and other City departments, for administration of the Traffic Congestion Mitigation Tax and administration of the Traffic Congestion Mitigation Fund.

(2) Refunds of any overpayments of the Traffic Congestion Mitigation Tax, including any related penalties, interests, and fees.

(3) All remaining amounts for the following purposes, in the following percentages, which amounts shall include the costs of administering the programs described.

(A) 50% to the Municipal Transportation Agency, or any successor agency, for Muni transit service and affordability, system reliability and capacity, and keeping transit infrastructure in a state of good repair, to be used exclusively for the following purposes:

(i) Improving bus and rail service frequency and reliability.

(ii) Maintaining and expanding Muni fleet and facilities.

(iii) Improving access, including stations, escalators, and elevators.

(iv) Improving reliability through fixing and/or replacing rails, overhead wires, associated fixed guideway infrastructure, and traffic signals.

(B) 50% to the San Francisco County Transportation Authority, or any successor body, for planning, design studies, and/or capital improvements that promote users' safety in the public right-of-way, to be used exclusively for the following purposes:

(i) Pedestrian and bicycle safety infrastructure, including civil and signal improvements, mid-block crossings, and bike boxes.

(ii) Physical protection of bicycle facilities from motorized traffic, including bicycle lanes within street rights-of-way.

(iii) Traffic calming.

(iv) Traffic signal and traffic signal timing improvements.

(v) Maintenance of existing safety infrastructure.

(c) All amounts allocated to the Municipal Transportation Agency under Section 3208(b)(3)(A) shall be credited to the Municipal Transportation Fund as described in Section 8A.105 of Article VIIIA of the Charter.

(d) Commencing with a report filed no later than February 15, 2022, covering the fiscal year ending on June 30, 2021, the Controller shall file annually with the Board of Supervisors, by February 15 of each year, a report containing the amount of monies collected in and expended from the Traffic Congestion Mitigation Fund during the prior fiscal year, the status of any project authorized to be funded by this Section 3208, and such other information as the Controller, in the Controller's sole discretion, deems relevant to the operation of this Article 32.

SEC. 3209. AUTHORIZATION AND LIMITATION ON ISSUANCE OF BONDS.

The City is hereby authorized to issue from time to time limited tax bonds to finance the costs of the capital projects described in Section 3208. The City shall be authorized to pledge revenues generated by the Traffic Congestion Mitigation Tax to the repayment of limited tax bonds authorized under this Section 3209. The amount of limited tax bonds authorized hereby shall not exceed $300,000,000 in aggregate principal amount. The Board of Supervisors shall by ordinance or resolution, as applicable, establish the terms of any limited tax bonds authorized hereby, including but not limited to, the amount of the issue, date, covenants, denominations, interest rate or rates, maturity or maturities, redemption rights, tax status, manner of sale, and such other particulars as are necessary or desirable.

SEC. 3210. AMENDMENT OF ORDINANCE.

The Board of Supervisors may amend or repeal this Article 32 by ordinance by a two-thirds vote and without a vote of the people except as limited by Articles XIII A and XIII C of the California Constitution.

SEC. 3211. EFFECT OF STATE AND FEDERAL AUTHORIZATION.

To the extent that the City's authorization to impose or to collect any tax imposed under this Article 32 is expanded or limited as a result of changes in state or federal statutes, regulations, or other laws, or judicial interpretations of those laws, no amendment or modification of this Article shall be required to conform the taxes to those changes, and the taxes are hereby imposed in conformity with those changes, and the Tax Collector shall collect them to the full extent of the City's authorization up to the full amount and rate of the taxes imposed under this Article.

SEC. 3212. SEVERABILITY.

(a) Except as provided in Section 3212(b), if any section, subsection, sentence, clause, phrase, or word of this Article 32, or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of this Article. The People of the City and County of San Francisco hereby declare that, except as provided in Section 3212(b), they would have adopted this Article 32 and each and every section, subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portion of this Article or application thereof would be subsequently declared invalid or unconstitutional.

(b) If the imposition of the Traffic Congestion Mitigation Tax in Section 3204 is held in its entirety to be facially invalid or unconstitutional in a final court determination, the remainder of this Article 32 shall be void and of no force and effect, and the City Attorney shall cause it to be removed

from the Business and Tax Regulations Code, and likewise cause Section 10.100-345 to be removed from the Administrative Code.

SEC. 3213. SAVINGS CLAUSE.

No section, clause, part, or provision of this Article 32 shall be construed as requiring the payment of any tax that would be in violation of the Constitution or laws of the United States or of the Constitution or laws of the State of California.

Section 3. Chapter 10 of the Administrative Code is hereby amended by adding Section 10.100-345 to Article XIII, to read as follows:

SEC. 10.100-345. TRAFFIC CONGESTION MITIGATION FUND.

(a) Establishment of Fund. The Traffic Congestion Mitigation Fund ("Fund") is established as a category four fund as defined in Section 10.100-1 of the Administrative Code, and shall receive all taxes, penalties, interest, and fees collected from the Traffic Congestion Mitigation Tax imposed under Article 32 of the Business and Tax Regulations Code.

(b) Use of Fund. Subject to the budgetary and fiscal provisions of the Charter, monies in the Fund shall be used exclusively for the purposes described in Section 3208(b) of Article 32 of the Business and Tax Regulations Code.

(c) Administration of Fund. As stated in Section 3208(d) of Article 32 of the Business and Tax Regulations Code, commencing with a report filed no later than February 15, 2022, covering the fiscal year ending June 30, 2021, the Controller shall file annually with the Board of Supervisors, by February 15 of each year, a report containing the amount of monies collected in and expended from the Fund during the prior fiscal year, the status of any project authorized to be funded by Section 3208,

and such other information as the Controller, in the Controller's sole discretion, deems relevant to the operation of Article 32.

Section 4. Appropriations Limit Increase. Pursuant to California Constitution Article XIII B and applicable laws, for four years from November 5, 2019, the appropriations limit for the City shall be increased by the aggregate sum collected by the levy of the tax imposed under this ordinance.

Section 5. Effective and Operative Dates. The effective date of this ordinance shall be ten days after the date the official vote count is declared by the Board of Supervisors. This ordinance shall become operative on January 1, 2020.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
KERNE H. O. MATSUBARA
Deputy City Attorney

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City and County of San Francisco
Tails
Motion: M19-116

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 190584 **Date Passed:** July 23, 2019

Motion ordering submitted to the voters at an election to be held on November 5, 2019, an Ordinance amending the Business and Tax Regulations Code and Administrative Code to impose an excise tax on the net rider fares for rides facilitated by commercial ride-share companies and rides provided by autonomous vehicles and private transit services vehicles, to fund transportation operations and infrastructure for traffic congestion mitigation in the City; and to increase the City's appropriations limit by the amount collected under the tax for four years from November 5, 2019.

July 10, 2019 Budget and Finance Sub-Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING NEW TITLE

July 10, 2019 Budget and Finance Sub-Committee - CONTINUED AS AMENDED

July 17, 2019 Budget and Finance Sub-Committee - RECOMMENDED

July 23, 2019 Board of Supervisors - APPROVED

Ayes: 11 - Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee

File No. 190584

I hereby certify that the foregoing Motion was APPROVED on 7/23/2019 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

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San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 6

DATE: September 24, 2020

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 10/20/20 Board Meeting: Adopt Traffic Congestion Mitigation Tax (TNC Tax) Program Guidelines and Program $7,505,686 in TNC Tax Funds to Two Projects

RECOMMENDATION ☐ Information ☒ Action

Adopt the TNC Tax Program Guidelines

Program $7,505,686 in TNC Tax Funds to Two Projects:

- San Francisco Municipal Transportation Agency's (SFMTA's) FY21 Vision Zero Quick-Build Program ($2,505,686)
- SFMTA's FY22 Vision Zero Quick-Build Program ($5,000,000)

SUMMARY

The TNC Tax passed by San Francisco voters in November 2019, imposes a per-ride fee on transportation network companies (TNCs) (e.g., Uber and Lyft) trips originating in San Francisco. Revenues must be used to improve transportation and are split evenly between the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority, with our 50% share designated for pedestrian and bicycle safety improvements. The Program Guidelines provide guidance on administration of the TNC Tax program for Fiscal Year (FY) 2020/21. We are establishing four programmatic categories for eligible projects. However, in light of uncertainty about revenue levels brought on by the COVID-19 pandemic, we are recommending programming only $7.5 million right now of the total $9.9 million forecast to be available in FY 2020/21 to the SFMTA's Vision Zero Quick-Build Program. This approach responds to the need to provide high priority safety improvements in the near-term, balanced with the uncertainty about revenue levels. We will closely monitor revenues, and if they are coming in as projected or higher, we may issue a call for projects to program additional funds later this year.

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other:

BACKGROUND

In 2017, San Francisco's Transportation Task Force 2045 published a final report recommending a tax on ride-hail trips as one mechanism to help close the identified $22 billion funding gap for San Francisco's transportation systems from 2019-2045. That same year, the Transportation Authority published TNCs Today, a report finding that 50% of the increase in traffic congestion in San Francisco from 2010 to 2016 was attributable to TNC trips.

With this data and recommendation, Assemblymember Phil Ting authored Assembly Bill 1184 (2018), which authorized the City and County of San Francisco (CCSF) to tax ride-hail trips originating in San Francisco. Transportation Authority Board Chair Aaron Peskin worked with Mayor London Breed and TNC companies to develop the Traffic Congestion Mitigation Tax (also referred to as the TNC Tax), which was approved by voters last November.

The TNC Tax imposes a surcharge on TNC trips that originate in San Francisco, for the portion of the trip within the city. The tax also applies to private transit companies and rides given by autonomous vehicles commercially. Single occupant trips are taxed at 3.25%, with electric vehicle trips receiving a discount to 1.5% through 2024. Shared trips are taxed at 1.5%. The tax went into effect on January 1, 2020, and sunsets in November 2045. After a 2% set aside for administration by CCSF, 50% of the revenues go to SFMTA for transit operations and improvements, and 50% comes to the Transportation Authority for bicycle and pedestrian safety improvements, traffic calming, signals, and maintenance.

DISCUSSION

The TNC Tax Program Guidelines establish policies for the programming and allocation of TNC Tax revenue for FY 2020/21. The policies include guidance on revenue projections, eligibility, programmatic categories, programming, and administration of projects to be funded by the TNC Tax. The Program Guidelines are based on language in the adopted ordinance, stakeholder feedback, and our experience with administering other fund programs such as the Prop K sales tax and Prop AA vehicle registration fee.

Revenues. Revenue projections published in July 2019 by CCSF's Office of the Controller and Office of Economic Analysis indicated approximately $30 million annually from the TNC Tax. After the 2% administration fee to CCSF, and subsequent 50/50 split between the Transportation Authority and the SFMTA, approximately $14.7 million annually was projected to come to the Transportation Authority. However, the COVID-19 pandemic and shelter-in-place orders have severely impacted actual revenue collection, as shown in Table 1.

Table 1. Projected and Actual TNC Tax Revenues, January to June 2020

Months	Original Total Revenue Projections	Actual Total Revenue Collections	Transportation Authority 50% Share*
January – June 2020	$15,000,000	$5,271,588	$2,583,181**

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration.
**Total revenue collections include $7,641 in interest earned, with the Transportation Authority receiving 50%, or $3,820.

For FY 2020/21, we are aligning with the CCSF Controller's Office estimate of $15 million in revenue from the TNC Tax, with $7.35 million coming to the Transportation Authority. Consistent with the CCSF, we are recommending 2% of the Transportation Authority's share of revenues be used for program administration and oversight. Building off data collection and analysis efforts that led to development of the TNC Tax as well as feedback received from listening sessions about the proposed TNC Tax guidelines, we recommend setting aside 1% of revenues for systematic data collection and analysis of TNC trips in San Francisco. See Table 2 below for details.

Table 2. Funds Available for Programming and Potential Allocation for FY 2020/21

Revenue Collection Period	Status	Transportation Authority 50% Share*	Administration / Oversight (2%)	Data Collection / Analysis (1%)	Available for Programming / Allocation
January 2020 - June 2020	Actual	$2,583,181	$51,664	$25,832	$2,505,686
July 2020 - June 2021	Estimate	$7,350,000	$147,000	$73,500	$7,129,500
January 2020 – June 2021	**Actual / Estimate**	**$9,933,181**	**$198,664**	**$99,332**	**$9,635,368**

*Transportation Authority share is 50% of TNC Tax collections, less 2% to CCSF for administration.

There is continued uncertainty about how this new revenue source will perform this fiscal year due the pandemic and other policy-related decisions about TNC operations in California. As a result, we are taking a conservative approach to programming and allocations, e.g. this year we will only recommend allocating funds that have already been collected.

Programmatic Categories. Based on the eligibility language in the TNC Tax ordinance, stakeholder feedback, and our experience with Prop K and other fund programs, this program will include four programmatic categories to guide the allocation of funds:

1. **Quick-Build** projects include reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, transit boarding islands, and parking and loading changes. These projects allow for quick implementation and evaluation of safety improvements while longer-term improvements are designed. While the materials and methods used to install improvements makes reversal possible, it is not necessarily the intent that treatments will be reversed. The SFMTA will be the project sponsor for this category.
2. **Safe Streets** projects include permanent safety improvements, such as protected bike lanes, midblock crossings, traffic calming measures, and safety improvements that may be part of larger projects such as complete streets or corridor-length projects. This category is expected to leverage other funding sources. The Transportation Authority will issue periodic competitive calls for projects for this category. Any public agency may apply for funds from this category.
3. **Signals** projects include new signals, upgraded signals, and signal retiming. The SFMTA will be the project sponsor for this category.
4. **Maintenance** of existing safety infrastructure for pedestrians and cyclists. Projects may include paint, safe hit posts, signal, and other low-cost maintenance needs. The SFMTA is the project sponsor for this category.

Quick-Build Project Priority for FY 2020/21. In light of uncertainty about revenue levels brought on by the COVID-19 pandemic, we are recommending programming only $7.5 million of the total $9.9 million forecast to be available by the end of FY 2020/21 to the SFMTA's Vision Zero Quick-Build Program, as shown in Table 3. This approach responds to the need to provide high priority safety improvements in the near-term, balanced with the uncertainty about revenue levels.

Table 3. TNC Tax Programming for FY 2020/21

Programmatic Category	Project Sponsor	Programming Amount	Year of Programming
Quick-Builds	SFMTA	$7,505,686*	FY 2020/21
To Be Determined (TBD)	TBD	$2,129,682	FY 2021/22

*$2,505,686 will be allocated as part of a separate item on this agenda.

For the inaugural allocation of TNC Tax funds (the subject of the following agenda item at the October 20 Board meeting), based on funds received through June 2020, we are recommending allocating $2.5 million for the SFMTA's FY21 Vision Zero Quick-Build Program. Based on current projections for FY 2020/21 collections, we recommend programming the first $5 million for the SFMTA's FY22 Vision Zero Quick-Build Program. During the year, we will closely monitor revenues, and if they are coming in as projected or higher, we may issue a call for projects to program additional funds later this year.

Program Policies. The TNC Tax fund source will be administered in a similar manner as Prop K and Prop AA, with allocation requests presented to the Board when projects are ready to go. TNC Tax funds will be allocated to one project phase at a time, except for less complex projects such as Quick-Builds. We do not anticipate borrowing or financing to fund projects, and plan to administer this as a "pay as you go" program. We will work with project sponsors to identify performance measures to ensure progress is made in meeting the goals of the fund program.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's proposed FY 2020/21 budget associated with the recommended actions. Allocation of $2,505,686 in TNC Tax funds to the FY21 Vision Zero Quick-Build Program is the subject of a separate item on this meeting's agenda. Funds for program administration and oversight, as well as data collection and analysis, are included in the adopted FY 2020/21 budget.

CAC POSITION

The CAC considered this item at its September 23, 2020 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – TNC Tax Program Guidelines

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BD102020 RESOLUTION NO. 21-16

RESOLUTION ALLOCATING $5,897,303 IN PROP K SALES TAX FUNDS, $378,372 IN PROP AA VEHICLE REGISTRATION FEE FUNDS, AND $2,505,686 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, WITH CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of $5,897,303 in Prop K local transportation sales tax funds, $378,372 in Prop AA vehicle registration fee funds and $2,505,686 in Traffic Congestion Mitigation Tax or TNC Tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Vehicles – Muni, Traffic Calming, Bicycle Circulation/ Safety, Pedestrian Circulation/ Safety, and Curb Ramps; from the Pedestrian Safety category of the Prop AA Expenditure Plan; and from the Quick-Builds category of the TNC Tax Program Guidelines; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop K or Prop AA Expenditure Plan programmatic categories; and

WHEREAS, Two of the five requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The SFMTA's requests for Replace 28 Paratransit Vans and Upper Market Street Safety Improvements require 5YPP amendments as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, The Transportation Authority has approved programming of $2,505,686 in TNC Tax funds for the Vision Zero Quick-Build Program FY21; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of $5,897,303 in Prop K funds, $378,372 in Prop AA funds, and $2,505,686 in TNC Tax funds, with conditions, for five projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K, Prop AA and TNC Tax allocation amounts, required deliverables, timely use of funds

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requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2020/21 budget to cover the proposed actions; and

WHEREAS, At its September 23, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles–Muni, Traffic Calming, Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates $5,897,303 in Prop K funds, $378,372 in Prop AA funds, and $2,505,686 in TNC Tax funds, with conditions, for five projects, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, Prop K and Prop AA Strategic Plans, TNC Tax Program Guidelines, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to

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comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan, Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:
1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K/AA/TNC Tax Allocation Summaries – FY 2020/21

Enclosure:
Prop K/Prop AA/TNC Tax Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

								Leveraging			
Source	**EP Line No./ Category** [1]	**Project Sponsor** [2]	**Project Name**	**Current Prop K Request**	**Current Prop AA Request**	**Current TNC Tax Request**	**Total Cost for Requested Phase(s)**	**Expected Leveraging by EP Line** [3]	**Actual Leveraging by Project Phase(s)** [4]	**Phase(s) Requested**	**District(s)**
Prop K	17M	SFMTA	Replace 28 Paratransit Vans	$ 1,156,151			$ 2,660,000	84%	57%	Construction	Citywide
Prop K	38, 39, 40	SFMTA	Upper Market Street Safety Improvements [NTIP Capital]	$ 2,833,813			$ 9,627,868	38%	71%	Construction	5, 8
Prop K, TNC Tax	40 Quick-Build	SFMTA	Vision Zero Quick-Build Program FY21	$ 936,314		$ 2,505,686	$ 4,555,000	25%	79%	Design, Construction	3, 6, 8, 9, 10; Spot Improvements TBD
Prop K	41	SFPW	Mansell Street Curb Ramps	$ 971,025			$ 971,025	45%	19% (incl. design phase)	Construction	9, 10
Prop AA	Ped	SFMTA	5th Street Quick-Build Improvements		$ 378,372		$ 1,427,407	NA	73%	Construction	6
			TOTAL	**$ 5,897,303**	**$ 378,372**	**$ 2,505,686**	**$ 19,241,300**	**39%**	**68%**		

Footnotes

[1] "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

[2] Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

[3] "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

[4] "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
17M	SFMTA	Replace 28 Paratransit Vans	$ 1,156,151	$ -	$ -	Funds will be used to procure 28 paratransit cutaway vans that are replacing 28 paratransit minivans that have reached the end of their useful lives. Each new vehicle will have a maximum capacity of 14 passengers including four wheelchair users, whereas the minivans carry three total passengers including one wheelchair user. Thus, the new vehicles will allow for more flexibility in use and an increase in overall capacity. The vans will be operated as part of SFMTA's SF Access prescheduled, shared-ride door-to-door paratransit service which is provided in city-owned vehicles operated under contract. This project will improve passenger comfort, service reliability and reduce maintenance costs. SFMTA expects to place all new vehicles into service by June 2021.
38, 39, 40	SFMTA	Upper Market Street Safety Improvements [NTIP Capital]	$ 2,833,813	$ -	$ -	Requested funds will leverage impact fees from the Market-Octavia plan area, General Funds, and state grant funds to fund the construction phase of sidewalk and roadway improvements on Market Street from Octavia Boulevard/Central Freeway ramp to Castro Street, a one-mile segment of the city's Vision Zero High Injury Network. Improvements include pedestrian safety and accessibility upgrades at seven intersections; traffic signal upgrades; bikeway and bicycle access upgrades; transit access improvements including an expanded boarding platform at Laguna Street; and streetscape enhancements including landscaping and other decorative elements. District 8 Neighborhood Transportation Improvement Program (NTIP) funds are intended to support the ADA curb ramp improvements near Castro Street/Pink Triangle Park and signal modifications to the Castro/Market intersection that were requested by the community. Project will be open for use by December 2022.
40 Quick-Build	SFMTA	Vision Zero Quick-Build Program FY21	$ 936,314	$ -	$ 2,505,686	Requested funds would help expedite delivery of safer streets on the High Injury Network. A quick-build project is defined to only include reversible or adjustable traffic controls to facilitate transportation safety, such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes. Safety improvements implemented using these traffic control measures can include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors. The scope of this project includes corridor projects on Valencia (15th to 19th Street), Bayshore Boulevard (Industrial Street to Jerrold Avenue), Evans Avenue (Cesar Chavez to 3rd Street), South Van Ness Avenue (13th Street to Cesar Chavez), Sansome/Battery Street (Market Street to Broadway), and Tenderloin Quick-Build (potential locations may include Hyde Street, Jones Street, and the programmatic implementation of safety treatments neighborhood-wide). The scope also includes spot improvements at to-be-determined high crash locations on the High Injury Network. The SFMTA anticipates that all work will be completed by June 2022.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
41	SFPW	Mansell Street Curb Ramps	$ 971,025	$ -	$ -	Requested funds will be used for the construction of 30 curb ramps at the four intersections along Mansell Street at Bowdoin, Hamilton, Somerset, and Goettingen Streets. The proposed curb ramp locations are on concrete streets, which is a higher cost material than asphalt and contributes to the increased average cost per ramp when compared to 2017 estimates from a prior Prop K allocation for SFPW's Curb Ramp Program ($18,652 vs. $40,148). In addition, Mansell Street curb ramps require eight water meter relocations and nine survey monuments which have added about $4,000 to the average cost per ramp. Also, SFPW acknowledges that construction support costs are trending higher due to structural work complexities that require increased construction oversight. This project meets the City's obligations under federal and state accessibility statutes to provide curb ramps to improve accessibility for people with disabilities.
Ped	SFMTA	5th Street Quick-Build Improvements	$ -	$ 378,372	$ -	This request will improve safety along the 5th Street corridor by constructing pedestrian, bicycle, transit and loading/parking improvements between Market and Townsend Streets in the South of Market (SoMa) neighborhood. Funds will be used to expand the scope of the quick-build project to fund additional capital/hardscape improvements along the corridor including a raised crosswalk at Minna Street, four transit boarding islands, and roadway striping. City crews will perform the work. SFMTA expect the project will be open for use by June 2021.
		TOTAL	**$5,897,303**	**$378,372**	**$2,505,686**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
17M	SFMTA	Replace 28 Paratransit Vans	$ 1,156,151	$ -	$ -	**Prop K 5-Year Prioritization Program (5YPP) Amendment:** The recommended allocation is contingent upon amendment of the Prop K Vehicles-Muni 5YPP to add the subject project and reprogram $1,156,151 from the Replace 85 40-Foot Trolley Coaches project to the subject project. See enclosed allocation request form for 5YPP amendment for details.
38, 39, 40	SFMTA	Upper Market Street Safety Improvements [NTIP Capital]	$ 2,833,813	$ -	$ -	**Prop K 5YPP Amendments:** The recommended allocation is contingent upon amendments of the Traffic Calming, Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs. See the enclosed allocation request form for 5YPP amendments for details.
40 Quick-Build	SFMTA	Vision Zero Quick-Build Program FY21	$ 936,314	$ -	$ 2,505,686	**Special Condition:** Recommendation is contingent upon Board adoption of the TNC Tax Program Guidelines and fund programming item. See separate agenda item on this meeting's agenda.
41	SFPW	Mansell Street Curb Ramps	$ 971,025		$ -	
Ped	SFMTA	5th Street Quick-Build Improvements	$ -	$ 378,372	$ -	
		TOTAL	**$5,897,303**	**$378,372**	**$2,505,686**	

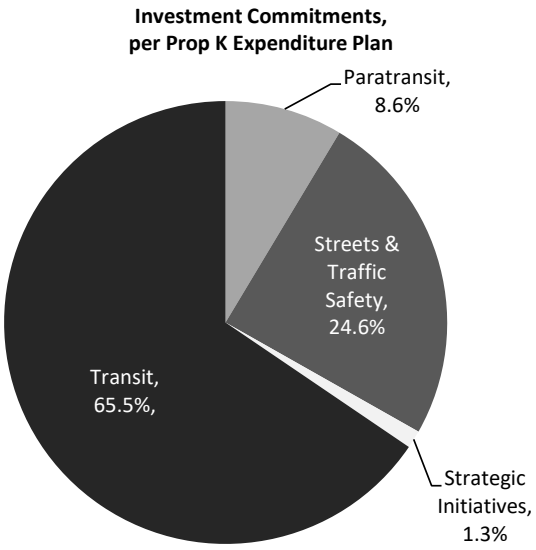
[1] See Attachment 1 for footnotes.

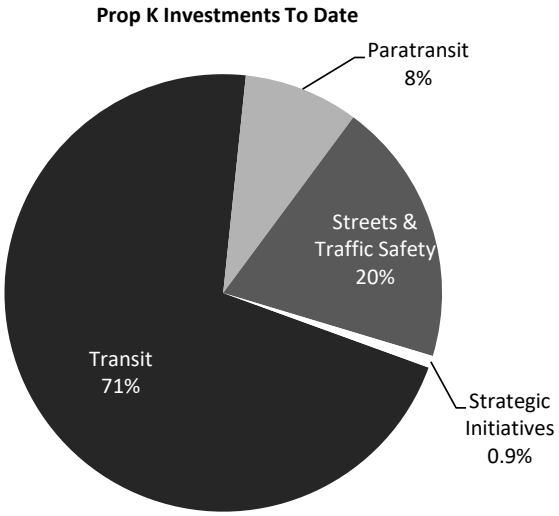
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY2020/21
TNC Tax Allocation Summary - FY2020/21

PROP K SALES TAX

FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	$ 25,859,950	$ 13,300,789	$ 7,659,423	$ 3,722,326	$ 1,177,412	$ -	$ -
Current Request(s)	$ 5,897,303	$ 1,470,832	$ 3,403,073	$ 1,023,398	$ -	$ -	$ -
New Total Allocations	$ 31,757,253	$ 14,771,621	$ 11,062,496	$ 4,745,724	$ 1,177,412	$ -	$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

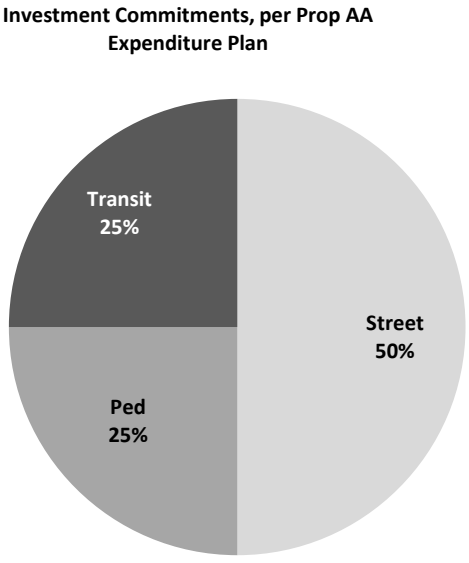


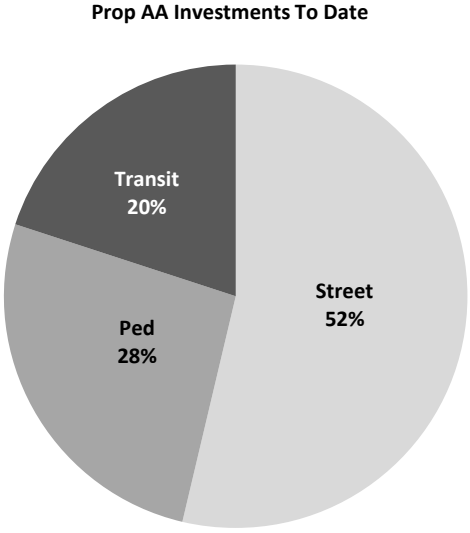


PROP AA VEHICLE REGISTRATION FEE

FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	$ 4,708,057	$ 2,354,029	$ 2,354,029	$ -	$ -	$ -
Current Request(s)	$ 378,372	$ 378,372	$ -	$ -	$ -	$ -
New Total Allocations	$ 5,086,429	$ 2,732,401	$ 2,354,029	$ -	$ -	$ -

The above table shows total cash flow for all FY 2020/21 allocations approved to date, along with the current recommended allocation(s).





Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY2020/21
TNC Tax Allocation Summary - FY2020/21

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)

FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	$ -	$ -	$ -	$ -	$ -	$ -
Current Request(s)	$ 2,505,686	$ 1,376,800	$ 1,128,886	$ -	$ -	$ -
New Total Allocations	$ 2,505,686	$ 1,376,800	$ 1,128,886	$ -	$ -	$ -

The above table shows total cash flow for all FY 2020/21 allocations approved to date, along with the current recommended allocation(s).

San Francisco
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1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 7

DATE: October 13, 2020

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 10/20/2020 Board Meeting: Allocate $5,897,303 in Prop K Sales Tax Funds, $378,372 in Prop AA Vehicle Registration Fee Funds, and $2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $4,926,278 in Prop K funds and $2,505,686 in TNC Tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. Replace 28 Paratransit Vans ($1,156,151)
2. Upper Market Street Safety Improvements [NTIP Capital] ($2,833,813)
3. Vision Zero Quick-Build Program FY21 ($936,314 Prop K, $2,505,686 TNC Tax)

Allocate $971,025 in Prop K funds to San Francisco Public Works (SFPW) for:

4. Mansell Street Curb Ramps

Allocate $378,372 in Prop AA funds to SFMTA for:

5. 5th Street Quick-Build Improvements

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.

☒ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

The recommended allocation for the **SFMTA's FY21 Vision Zero Quick-Build Program** is contingent upon Board adoption of the TNC Tax Program Guidelines and programming funds to the subject project, which is a separate item on the October 20 Transportation Authority Board agenda.

FINANCIAL IMPACT

The recommended action would allocate $5,897,303 in Prop K funds, $378,372 in Prop AA funds, and $2,505,686 in TNC Tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Prop K, Prop AA and TNC Tax Fiscal Year 2020/21 allocations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its September 23, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K/AA/TNC Tax Allocation Summaries – FY 2020/21
- Enclosure – Allocation Request Forms (5)

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BD102020 RESOLUTION NO. 21-17

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE UTILITY RELOCATION AGREEMENT, THE RIGHT OF WAY CERTIFICATION, AMENDMENTS TO THE MEMORANDUMS OF AGREEMENT WITH TREASURE ISLAND DEVELOPMENT AUTHORITY FOR BOTH RIGHT OF WAY AND CONSTRUCTION PHASES, AND ALL OTHER RELATED PROJECT AGREEMENTS FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY AGREEMENT PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, including one of the elements of the overall project known as the YBI Westside Bridges Seismic Retrofit Project (Project); and

WHEREAS, The Project will demolish eight bridge structures; reconstruct a realigned roadway; construct six retaining walls and a new undercrossing structure; and seismically retrofit an additional bridge structure including relocation of a column; and

WHEREAS, The Project will be delivered using the Construction Manager/General Contractor Project Delivery Method, approved through Resolution 18-42; and

WHEREAS, The Transportation Authority must execute a number of agreements and documents to prepare the Project for construction; and

WHEREAS, The TIDA utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Project and identifies estimated costs and associated cost liability for the waterline relocation; and

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WHEREAS, The right-of-way certification confirms that the Transportation Authority has made all necessary arrangements to secure the right-of-way for construction of the Project; and

WHEREAS, The TIDA Memorandums of Agreement (MOAs) for right-of-way and construction phases were entered into in 2013 for the YBI Ramps Improvement Project and establish each party's role and responsibilities, as well as the terms and conditions of TIDA repayments to the Transportation Authority for all costs incurred on the YBI Ramps Improvement Project; and

WHEREAS, In 2019, through Resolution 19-49, TIDA and the Transportation Authority amended the MOAs for right-of-way and construction phases to add the YBI Southgate Road Realignment Improvements Project scope of work to the respective MOAs, and extended the terms for the right-of-way phase MOA to June 30, 2022 and the construction phase MOA to December 31, 2022; and

WHEREAS, The proposed amendments to the TIDA MOAs for right-of-way and construction phases would add the Project to the scope of the respective MOAs, and extend the term of both MOAs to December 31, 2024; and

WHEREAS, In order to prepare the Project for right-of-way and construction phases, the Transportation Authority may also need to enter into agreements with other agencies/entities, including but not limited to the California Highway Patrol, San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, San Francisco Public Works, and Pacific Gas and Electric Company; and

WHEREAS, The total Project is estimated to cost approximately $119.7 million for all phases, funded by federal Highway Bridge Program grant funds administered by Caltrans, with matching funds from state Proposition 1B's Local Bridge Seismic Retrofit Account and from TIDA, and construction activities are anticipated to be completed by December 2024; and

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WHEREAS, The Transportation Authority will be advancing Prop K funds to pay for Project costs incurred in the right-of-way and construction phases, in amounts not to exceed $799,444 and $98.8 million, respectively, until the agency receives reimbursements from a combination of Federal Highway Bridge Program, state Proposition 1B, and TIDA funds; and

WHEREAS, TIDA is responsible for reimbursing the Transportation Authority for all Project costs and accrued interest, less state or federal reimbursements to the Transportation Authority; and

WHEREAS, This year's activities for the Project have either been included in the Transportation Authority's Fiscal Year 2020/21 budget or will be added into the mid-year budget amendment and sufficient funds will be included in future fiscal year budgets for the remaining activities; and

WHEREAS, At its September 23, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute the utility relocation agreement, the right of way certification, and amendments to the Memorandums of Agreement with Treasure Island Development Authority for both right of way and construction phases, and all other related project agreements for the Yerba Buena Island Westside Bridges Seismic Retrofit Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate and modify agreement payment terms and non-material terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean agreement terms and conditions other than provisions related to the overall

agreement amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

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Memorandum

AGENDA ITEM 8

DATE: September 24, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba – Deputy Director for Capital Projects

SUBJECT: 10/20/2020 Board Meeting: Authorize the Executive Director to Execute the Utility Relocation Agreement, the Right of Way Certification, Amendments to the Memorandums of Agreement (MOAs) with Treasure Island Development Authority (TIDA) for Both Right of Way and Construction Phases, and All Other Related Project Agreements for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project

RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute the following agreements and documents to prepare the YBI Westside Bridges Seismic Retrofit Project for construction:
  - Utility relocation agreement for TIDA waterline
  - Right of Way Certification
  - Amendments to the Memorandums of Agreement (MOAs) with TIDA for both the Right-of-Way Phase and Construction Phase
  - All other related project agreements
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions

SUMMARY

We are working jointly with TIDA and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/YBI Interchange Improvement Project. One of the elements of the overall project is the YBI Westside Bridges Seismic Retrofit Project. In order to prepare this portion of the project for construction, the Transportation Authority must execute a series of agreements and documents as described in the recommendation action listed above.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☒ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other: _____

BACKGROUND

Project Background/Status. The I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The subject of this request is the YBI Westside Bridges Seismic Retrofit Project.

The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and requires a column relocation. This project will be challenging to implement, given its unique location along steep terrain on the western edge of Yerba Buena Island overlooking San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above San Francisco Bay).

Construction of roadway projects on Yerba Buena Island is very complex, requiring significant coordination among a number of entities and projects. One complicating factor is that the United States Coast Guard (USCG) Station, which is part of the Department of Homeland Security, is located on YBI. In constructing and reconstructing roadways on YBI, the projects need to be well coordinated to ensure there are sufficient roadways available to provide adequate traffic circulation for the USCG, Caltrans, TIDA, Treasure Island Community Development (TICD), and the residents and businesses of Treasure Island.

The YBI Westside Bridges Seismic Retrofit Project is one of several roadway construction projects on Yerba Buena Island. The other major roadway construction projects include the Macalla Road Reconstruction Project, the Forest Road Detour Project and the I-80/YBI Ramps Improvement Project, Phase 1 (Westbound Ramps Project – Completed in October 2016 and opened to traffic) and Phase 2 (Southgate Road Realignment Project – Under Construction). TICD is the lead for the Macalla Road Reconstruction Project and the Forest Road Detour Project, while we are the lead for the Westbound Ramps Project and the Southgate Road Realignment Project. All four of these projects need to be essentially completed before construction of the Westside Bridges Seismic Retrofit Project can start (with a seven-month overlap of the Southgate Road Project).

In March 2018, through Resolution 18-42, the Board approved the Construction Manager/General Contractor (CM/GC) Project Delivery Method for this Project. In October 2018, through Resolution 19-17, the Board awarded a professional services contract to Golden State Bridge/Obayashi Joint Venture for CM/GC preconstruction services and a contract amendment to WMH Corporation to complete design services.

DISCUSSION

There are various agreements, documents, and amendments that need to be executed in order to prepare the Westside Bridges Seismic Retrofit Project for construction. Each agreement is briefly discussed below.

Utility Relocation Agreement with TIDA: This utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Westside Bridges Seismic Retrofit Project. This utility relocation agreement identifies estimated costs and associated cost liability for the waterline relocation, which will be included in the scope of the upcoming construction contract.

Right-of-Way Certification: This right-of-way certification confirms we have made all necessary arrangements to secure the right-of-way for construction of the Westside Bridges Seismic Retrofit Project. Note that the entire project will be constructed within TIDA-owned property, so there is no need for any right-of-way acquisition.

TIDA MOA Amendments for Right-of-Way and Construction Phases: In 2013, we entered into MOAs with TIDA for the right-of-way phase and for the construction phase the YBI Ramps Improvement Project. The MOAs establish each party's role and responsibilities as well as the terms and conditions of TIDA repayments to us for all costs we incurred on the YBI Ramps Improvement Project. In 2019, the parties amended the MOAs to add the Southgate Road Realignment Project to the scope of the MOAs and extended the terms to June 30, 2022 for the right-of-way phase and December 31, 2022 for the construction phase. The proposed amendments would add the YBI Westside Bridges Seismic Retrofit Project to the scope of the respective MOAs and extend the term of both MOAs to December 31, 2024.

Caltrans' certification of right-of-way is required prior to awarding the construction contract for the Project. TIDA has requested that we take certain actions necessary to satisfy right-of-way certification conditions prior to awarding the construction contract. We agreed to take such actions provided that TIDA agreed to reimburse us for, and indemnify and hold us harmless from, any and all costs and liabilities we incurred. TIDA also requests that we act on TIDA's behalf to complete the steps necessary to pursue construction of the project. We anticipate bringing a construction contract award to the Board for approval by January 2021.

Additional Project Agreements: In order to prepare the project for right-of-way and construction phases, we may need to enter into agreements with other agencies/entities, including but not limited to the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, San Francisco Public Works, and the Pacific Gas and Electric Company.

Funding/Cost. The project is funded with Federal Highway Bridge Program (HBP) funds, with matching funds provided from Proposition 1B's Local Bridge Seismic Retrofit Account (Prop 1B) and from TIDA. We are actively seeking to secure all required federal, state, and regional

funds for the project, which is estimated to cost approximately $119.7 million for all phases. To date, Caltrans has approved programming of $80.6 million of federal HBP and state Prop 1B funds in the Federal Transportation Improvement Program for federal Fiscal Year 2020/21 for the project. We anticipate additional grant funds will be programmed in October 2020. The overall project funding is shown in the table below.

Project Funding/Cost			
Project Phase	**Prop 1B/Local Match Funding (11.47%)**	**Federal Funding (HBP) (88.53%)**	**Total Funding/ Cost per Phase**
Preliminary Engineering	$2,307,604	$17,811,002	$20,118,606
Right of Way	$91,696	$707,748	$799,444
Construction Support	$1,359,412	$10,492,481	$11,851,893
Construction	$9,969,022	$76,944,862	$86,913,884
Total	**$13,727,734**	**$105,956,093**	**$119,683,827**

Similar to the Westbound Ramps and the Southgate Road Realignment Projects, we will be advancing Prop K funds to pay for project costs incurred in the right-of-way and construction phases, in amounts not to exceed $799,444 and $98.8 million, respectively, until we receive reimbursements from a combination of federal HBP, State Prop 1B, and TIDA funds. TIDA is responsible for reimbursing us for all project costs and accrued interest, less state and federal reimbursements. Interest will accrue on all outstanding unreimbursed project costs until TIDA, state and federal agencies fully reimburses us for all costs related to the project. If the state or federal grant funds do not become available for some or all of the project costs, or if the state or federal agency disallows our reimbursement claims on some or all of the project costs, then TIDA bears the responsibility to repay us for all costs incurred on the project. Furthermore, TIDA shall indemnify us and assume all liabilities incurred from entering into the agreements executed as a result of this item.

Schedule. The planned project schedule is shown on the following page.

Project Delivery Milestone	Completion Date
100% PS&E Date (Design)	October 2020
Right of Way Certification	October 2020
Construction Request for Authorization (RFA) Date	October 2020
Award Construction Contract	January 2021
Start Construction	March 2021
End Construction Date	June 2024
Closeout Date	June 2025

FINANCIAL IMPACT

A portion of this year's activities for the project is included in the Fiscal Year 2020/21 adopted budget. Upon approval of additional federal HBP and state Prop 1B funding from Caltrans, we will include additional funding and related costs in the mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets for the remaining activities. All project costs will be funded with federal HBP, state Prop 1B, and TIDA funds specifically designated for the project.

CAC POSITION

The CAC considered this item at its September 23, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

SUPPLEMENTAL MATERIALS

None.

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BD102720 RESOLUTION NO. 21-XX

RESOLUTION OPPOSING THE PLAN BAY AREA 2050 FINAL BLUEPRINT TELECOMMUTE MANDATE STRATEGY

WHEREAS, The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area (the region), is required to develop in conjunction with the Association of Bay Area Governments (ABAG) a regional plan every four years in order to satisfy federal and state planning requirements; and

WHEREAS, MTC and ABAG are currently undertaking the process to develop and adopt the 2021 update to the plan, entitled Plan Bay Area 2050; and

WHEREAS, Plan Bay Area 2050 is intended to result in an affordable, connected, diverse, healthy, and vibrant Bay Area for all, including an expanded, well-functioning, safe, and multimodal transportation system that connects the Bay Area and reduces our environmental footprint; and

WHEREAS, MTC is required by state law to include in this regional plan achievable strategies and investments to meet the region's greenhouse gas (GHG) emissions reduction target (as defined by the California Air Resources Board) of 19% per-capita by 2035 relative to 2005 levels; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) strongly believes that that MTC (and the region) must continue to strive towards achieving our share of the state's GHG emission reduction targets; and

WHEREAS, On September 23, 2020, MTC voted to adopt MTC Resolution No.4437 and ABAG Resolution No.16-20 Plan Bay Area (PBA) 2050: Final Blueprint; and

WHEREAS, The Plan Bay Area 2050 Final Blueprint includes Strategy Environment (EN) 7: Institute Telecommuting Mandates for Major Office-Based

Employers, which proposes to mandate that large (over 25 employees) office-based employers have at least 60 percent of their employees telecommute on any given workday; and

WHEREAS, The Final Blueprint indicates that the inclusion of Strategy EN7 is necessary to achieve the required GHG emission targets, and Strategy EN7 includes as a primary objective the reduction of GHG emissions; and

WHEREAS, Strategy EN7, as written, will not accomplish these goals, but instead will have negative impacts on San Francisco as a Transit First city as well as on low-wage workers and people of color throughout the region; and

WHEREAS, Strategy EN7 takes a blanket approach to the proposed telecommute mandate on workplaces, resulting in the suppression of both trips that contribute to regional GHG emissions, such as drive-alone, and trips that would be taken by zero-emission or low-emission modes, such as walking, cycling, and transit; and

WHEREAS, Though the COVID-19 pandemic and subsequent Shelter-in-Place orders necessitated that employers and employees quickly transition to telecommuting where possible, the economic, environmental, equity, social, and health impacts of sustained, significant percent share of telecommuting have yet to be fully understood; and

WHEREAS, Sustainable reduction in GHG emissions in the region requires fidelity to Plan Bay Area's goals to direct growth in population and employment to areas served by fast, frequent, and reliable transit, and areas that are walkable and bikeable for more than just commute trips; and

WHEREAS, The shift to telecommuting as a result of the COVID-19 pandemic response has resulted in significant ridership declines and budget shortfalls at all transit operators in the region, necessitating the reduction of service frequency,

capacity, hours, and coverage; and

WHEREAS, A higher number of essential workers are low-income people of color, who have suffered from COVID-19 in numbers disproportionate to their population and many of whom have not had the ability to work from home nor the type of jobs that can be accomplished through remote work; and

WHEREAS, If a large portion of the workforce is no longer commuting, transit fare revenues will continue to drop, forcing further cuts to public transit service, resulting in serious harm to low-wage workers and people of color in San Francisco and across the region; and

WHEREAS, San Francisco's downtown economic vibrancy relies on its daytime population, including large and small businesses and their office workers which support the city's tax and revenue base; and

WHEREAS, a mandate on large employers to require that majority of their workforce work from home would encourage sprawl and expand development into exurban and rural areas, leading to an increase in non-work related automobile trips and contributing to further environmental damage; and

WHEREAS, As a result of San Francisco's long-standing Transit First Policy, San Francisco is a transit-oriented, walkable, bikeable city, and has the lowest rate of GHG-emitting commute modes in the region with only 30% of overall commuters driving to work; and

WHEREAS, The organization Transportation Management Association San Francisco (TMASF), whose members comprise the largest office uses in downtown San Francisco, estimates a drive-alone commute rate of less than 10% for their participating employers, reflecting efficacy of combined transportation demand management (TDM) efforts of TMASF and the City and County of San Francisco over several decades; now, therefore, be it

RESOLVED, That the Transportation Authority hereby opposes the inclusion of Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers, as it is currently described, in the ultimate adoption of Plan Bay Area 2050; and be it further

RESOLVED, That the Transportation Authority reiterates its support for the Plan Bay Area 2050 Guiding Principles for a more affordable, connected, diverse, healthy, and vibrant Bay Area, including the importance of strategies and investments designed to meet the region's GHG reduction targets; and be it further

RESOLVED, That the Transportation Authority encourages MTC to

a) Re-focus and rename this strategy to TDM to Reduce Driving Commute Trips, where they occur throughout the region;
b) Recognize the varied workplace circumstances across the region with flexibility in its TDM policies and programs to ensure efficiency, equity, and effectiveness; and
c) Consider how other strategies in PBA 2050 could be amended, or new strategies added, in order to meet the region's GHG emissions reduction target, such as considering a regional gas tax and/or modifying or deferring freeway widening projects; and be it further

RESOLVED, That the Transportation Authority is committed to continuing to collaborate with MTC and partner agencies on these and other strategies in PBA 2050.

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Memorandum

AGENDA ITEM 9

DATE: October 22, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 11/10/2020 Board Meeting: Oppose the Plan Bay Area 2050 Final Blueprint Telecommute Mandate Strategy

RECOMMENDATION ☐ Information ☒ Action

Oppose the Plan Bay Area (PBA) 2050 Final Blueprint Telecommute Mandate Strategy

SUMMARY

For the past two years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have been undergoing a multi-step process to establish land use, transportation, economic, and environmental strategies to meet ambitious greenhouse gas (GHG) reduction targets set by the state as part of the development PBA 2050. For this plan, the California Air Resources Board (CARB) established the region's GHG reduction target at 19% per capita by the year 2035, which must be met through local and regional transportation-related emissions reductions. One strategy proposed to help the region meet this ambitious target is EN7: Institute Telecommuting Mandates for Major Office-Based Employers. At the request of Commissioner Ronen, who also serves on the MTC, this item is being agendized to oppose the strategy as written, which would not accomplish the PBA goals and would have significant negative impacts on San Francisco as a Transit First city as well as on low-wage workers and people of color throughout the region. We encourage MTC to make modifications to PBA 2050 to help meet the GHG target and support the plan's guiding principles such as a) re-focus and rename this strategy to Transportation Demand Management (TDM) to Reduce Driving Commute Trips; b) recognize the varied workplace circumstances across the region with flexibility in its TDM policies to ensure efficiency, equity and effectiveness; and c) consider how other potential strategies in PBA 2050 could be amended, or new strategies added to meet the region's GHG reduction target.

☐ Fund Allocation
☐ Fund Programming
☒ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other:

BACKGROUND

Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040. The next PBA, known as PBA 2050, must establish a strategy to meet the region's GHG emission reduction target as well as accommodate the region's projected household and employment growth through 2050.

In September 2019, MTC/ABAG officially launched work on PBA 2050. On July 23, 2019, through Resolution 20-06, the Transportation Authority Board approved goals to guide our work on PBA 2050. These goals (Attachment 1) include "Focus on Equity," and "Support coordinated transportation and land use planning." Throughout the process, we have worked in close coordination with local transportation agencies, regional transit providers, and our MTC representatives to develop San Francisco's input into PBA 2050, bringing periodic updates to the Board and Citizens Advisory Committee (CAC).

On September 23, 2020 the MTC Commission adopted the Final Blueprint for PBA 2050, the "first draft" of the plan with strategies to be included in the preferred scenario for the PBA 2050 environmental review process later this year. The blueprint strategies are intended to support PBA 2050's guiding principles – an affordable, connected, diverse, healthy and vibrant region - as well as help the plan meet achieve the region's GHG reduction target. The Final Blueprint, as adopted, includes Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers (Attachment 2). Specifically, the strategy would:

> "mandate that large employers [defined as having 25 or more employees] have at least 60 percent of their employees telecommute on any given day… limited to large office-based employers whose workforce can work remotely."

This was a new strategy proposed (without sufficient vetting) after public engagement and outreach demonstrated a general support for increased levels of telecommuting in the plan, generally thought to be a result of the number of people now working remotely under the COVID-19 stay-in-place orders. MTC staff have indicated that without this strategy, PBA 2050 would fall short of meeting the CARB-established GHG emission reduction target of 19% per capita by 2035. Failing to meet this goal would make projects in the region ineligible for certain state transportation funding programs, including the Solutions for Congested Corridors Program, which MTC estimates would amount to $100 million per year in lost revenue opportunity.

DISCUSSION

At the September 23 MTC full commission meeting and subsequent Joint MTC Planning Committee / ABAG Administrative Committee meeting on October 9, there was significant conversation among Commissioners (including all of the San Francisco Commissioners), Board members, and members of the public representing various stakeholder organizations and local agencies/governments opposing Strategy EN7 as written. There were also many

letters opposing the strategy in its current form. Some of the many concerns with the strategy as written include:

- In San Francisco and other walkable, bikeable, transit-rich communities, a rigid mandate of this magnitude could reduce transit and bike/walk commute trips as well as the driving commute trips, and could in fact lead to more non-work trips being taken by automobile if people change their behaviors and potentially move to more auto-reliant areas.
- As a result of this mandate, employers are likely to downsize their office space, impacting the commercial real estate market particularly in downtowns like San Francisco's, where employers right now are reconsidering commitments to maintaining a presence in transit-rich, walkable and bikeable urban centers, which are often also higher-priced.
- Reducing the daily workforce population will also undermine the viability of all the supporting businesses that serve the workers and businesses there, including bars, restaurants, and retail.
- If transit commutes are reduced, this could significantly impact transit agency budgets as well as overall support for transit investments across the region, disproportionately impacting transit dependent populations which are more often lower income and people of color.

On October 8, Transportation Authority staff submitted a comment letter developed in collaboration with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, and the Mayor's Office that made many of the points above and made recommendations for revisions to the strategy and Plan recognizing the importance of meeting the GHG reduction targets while finding ways to do so that wouldn't produce the negative impacts noted above. For example, our letter suggested that the strategy be revised to explicitly provide flexibility by allowing individual counties, cities and employment centers to design transportation demand management (TDM) programs best suited to their unique conditions. We also suggested that MTC look at postponing highway expansion projects until after 2035, or at additional pricing tool, to help reduce GHG emissions by targeting personal vehicle use specifically.

Though the telecommute mandate strategy was ultimately approved as part of the Final Blueprint package of strategies, significant opposition from other groups has been building in the weeks since. This includes:

- a joint letter from the Bay Area State delegation (Attachment 3),
- a joint statement issued by Mayor London Breen and San Jose Mayor Sam Liccardo, (Attachment 4), and
- letters and op-eds opposing the strategy from business associations like the Bay Area Council.

In addition, several transit operator boards are considering resolutions opposing the strategy, including BART, Caltrain, and WETA (already approved). In response to this outpouring of concern, MTC staff have stated that they do not intend for the strategy to be interpreted as a flat 60% mandate across all employers across the region, but that it could be tailored to each county or city. Staff also stated that the intention of the strategy is only to reduce car commute trips, not bike, walk or transit trips. MTC staff have not yet revised the strategy as written. The MTC Commission and ABAG Executive Board are scheduled to have a chance to take action on the preferred alternative for the PBA 2050 Environmental Impact Report (EIR), which offers a chance to revise the telecommute mandate strategy as the regional agencies shift to the environmental clearance phase for the plan.

At the October 20, 2020 Transportation Authority Board meeting, Commissioner Ronen asked the Chair to agendize a resolution opposing this strategy, as written. The draft resolution included in the agenda packet for the October 27 Board meeting includes the recommendation that MTC make modifications to the strategy, consistent with our October 8 staff letter, to:

- Re-focus and rename this strategy to TDM to Reduce Driving Commute Trips, targeting where they occur throughout the region,
- Recognize the varied workplace circumstances across the region with flexibility in its TDM policies and programs to ensure efficiency, equity and effectiveness; and
- Consider how other strategies in PBA 2050 could be amended, or new strategies added, in order to meet the region's GHG emissions reduction target, such as considering a regional gas tax and/or modifying or deferring freeway widening projects.

NEXT STEPS

We will continue to work with our Board, MTC Commissioners, transit operators, and partners on PBA 2050 strategies, to seek revisions as noted above that can be approved by MTC/ABAG at their December meetings. We will also look forward to collaborating with MTC, local and regional partners to support development of MTC's 5-year Implementation Plan for PBA, which is intended to layout the near term steps that the region will take to implement the strategies in PBA 2050. We will periodically report back to the CAC and Board on these efforts.

FINANCIAL IMPACT

There are no impacts on the Transportation Authority Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC will discuss this item at its October 28, 2020 meeting.

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SUPPLEMENTAL MATERIALS

- Attachment 1 – SFCTA Adopted Plan Bay Area 2050 Goals
- Attachment 2 - Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers
- Attachment 3 – Joint Letter from the Bay Area Delegation
- Attachment 4 – Joint Statement from San Francisco Mayor Breed and San Jose Mayor Liccardo

Attachment 1
San Francisco Goals for Plan Bay Area (PBA) 2050
Approved Resolution 20-06 July 23, 1019

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: • Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the "Big 3 Cities" accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	• BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	• Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	• Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	• Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth • Advocate for more funds to support Priority Development Area planning

Attachment 1
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	• Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	• **Access to transportation** – Late Night Transportation Study, Prosperity Plan • **Affordability** – MTC Means-Based Pilot, BART university pass/discount • **Communities of Concern** – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • **Housing/Displacement** – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • **Vision Zero** – SFTP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.
8. Support comprehensive, multimodal planning for the region's network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	• Sea level rise/adaption • Economic performance and access to jobs

Environment: Reduce Climate Emissions

Strategy EN7:
Institute Telecommuting Mandates for Major Office-Based Employers

Strategy Cost	*not applicable*
Strategy Objective	Reduce greenhouse gas emissions, traffic congestion, and transit overcrowding by increasing the number of Bay Area workers that work from home one or more days per week.
Strategy Description	Build upon the significant shift to work from home during COVID-19 and mandate that large employers have at least 60 percent of their employees telecommute on any given workday. This requirement would be limited to large office-based employers whose workforce can work remotely. telecommuting target of 60 percent on a typical weekday. This could enable an increase from the projected telecommute share of 14 percent in the Draft Blueprint to up to as high as 25 percent in the Final Blueprint, recognizing that half of the workforce has a job that must be completed in-person *(not eligible for telecommuting)*. The policy would require the employer to meet this target each workday. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
Changes Since Draft Blueprint	This strategy was not included in the Draft Blueprint and was added based upon public feedback this summer. Given the changes in travel patterns during the coronavirus pandemic, there was strong support for bolder policies on this front in the Final Blueprint, including a mandate for office-based employers. To ensure this strategy achieves equity goals, a complementary strategy to expand internet access in underserved communities was added to the Economy Element as well.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

October 14, 2020

The Honorable Scott Haggerty
Chair, Metropolitan Transportation Commission
375 Beale Street, #800
San Francisco, CA 94105

Re: Concerns about MTC Potential Work from Home Mandate

Dear Chair Haggerty:

We commend you and the Metropolitan Transportation Commission (MTC) staff for your work on Plan Bay Area 2050 (Plan) to make our region a more sustainable, prosperous and equitable place. We are writing to express our concern about the inclusion of a Work From Home Mandate in Plan Bay Area. While requiring or encouraging work from home during the pandemic makes sense, we do not agree that a Work From Home Mandate is a viable or appropriate long-term strategy for the Bay Area.

We understand that the Work From Home Mandate was included late in the process of developing the Plan, and is intended to help meet greenhouse gas emissions reduction goals set out by the State pursuant to SB 375 (Chapter 728, Statutes of 2008). We are concerned, however, that the Work From Home Mandate was not adequately vetted, may not achieve a reduction in transportation greenhouse gas emissions, and may have additional negative consequences for our constituents and our region as a whole.

In particular, we are deeply concerned about the inclusion of a blanket Work From Home Mandate because:

1. It is likely to meaningfully reduce fare revenue for our public transit systems — systems that are absolutely essential to the Bay Area's future prosperity — and further damage the financial health of these systems. As is clearly stated throughout the rest of the Plan, well-funded transit systems are of critical importance for equity, climate and our region's quality of life. Well-funded transit systems are particularly important for workers who cannot work from home, who are disproportionately low-income and people of color, as well as for seniors, the disabled, youth, and other transit-dependent groups. Draining funds from our transit systems will badly harm these low-wage workers, who simply cannot work from home.

2. A Work From Home Mandate is likely to dramatically reduce the number of office workers in our region's downtowns, threatening the livelihoods of non-

office downtown workers in service industries and causing severe impacts to local city budgets. In counties like San Francisco and Santa Clara, over 50% of workers are Work From Home-eligible. Additionally emphasizing working from home undermines other strategizes in the Plan such as walkable urban neighborhoods and increased housing density near employment and transit centers, two data supported strategies proven to reduce transportation related GHG emissions.

3. This mandate doesn't acknowledge the difference between downtown offices in walkable neighborhoods near transit where the majority of workers commute by sustainable modes, and suburban office parks where almost everyone drives alone to work. In San Francisco, for instance, fewer than 30% of workers eligible to Work From Home drive to work. What would be the rationale for requiring office workers who walk to work to work from home?

4. The mandate fails to account for equity. Low wage and service workers are typically not able to work from home — their jobs simply don't allow it. Moreover, even for lower wage office workers whose job may allow work from home, they are more likely to live in smaller homes with large families or multiple roommates, and thus not be able, realistically, to work from home. They should not be required to do so.

5. This mandate would likely result in people leaving the region or moving further from their workplace or from transit that can transport them to their workplace. Such a mandate could also be used as a rationale for those who assert that building sufficient housing for all those who will live in our region is not necessary.

6. There is meaningful evidence that Work From Home mandates increase greenhouse gas emissions. While working from home may eliminate a commute trip, errands and other non-work trips can increase, increasing daily VMT. Additionally, teleworkers tend to live farther from job centers, in lower-density environments, leading to longer, more auto-dependent commutes when they do go into the office, and higher levels of greenhouse gas emissions from home energy usage. The region's efforts to avert deepening our climate crisis should not rely on a strategy that could actually worsen our climate crisis.

Instead of a blanket Work From Home mandate, we suggest MTC pursue efforts to reduce trips and VMT by adding to the existing PBA2050 strategies that:

- Locate more new housing near transit and jobs,
- Locate new office space near transit and housing,
- Invest more in transit rather than highway widening, and
- Implement aggressive but flexible policies that give Bay Area residents the option of shifting their commute and non-commute trips onto sustainable modes and reduce unnecessary commute and non-commute trips.

Policies that MTC pursues to enable employees to work from home must be designed to ensure that such policies do not result in an increase in GHG emissions, a decrease in transit ridership and transit funding, or inequitable outcomes.

We look forward to working together to move our region toward a more sustainable future. Thank you for your work, collaboration, and attention.

Sincerely,

Senator Scott Wiener

Assemblymember David Chiu

Senator Nancy Skinner

Senator Mike McGuire

Senator Jerry Hill

Assemblymember Philip Y. Ting

Assemblymember Buffy Wicks

Assemblymember Marc Berman

Assemblymember Evan Low

Assemblymember Bill Quirk

Assemblymember Tim Grayson

Assemblymember Cecilia Aguiar-Curry

Assemblymember Kevin Mullin

Assemblymember Jim Wood

Assemblymember Kansen Chu

Assemblymember Rob Bonta

Cc: Therese McMillan, Executive Director, Metropolitan Transportation Commission

Office of the Mayor

News Releases

The latest news and announcements from Mayor London N. Breed

Statement from San Francisco Mayor London Breed and San Jose Mayor Sam Liccardo on Plan Bay Area Telecommute Strategy

Posted Date: Wednesday, October 14, 2020

San Francisco, CA — On September 23, the Metropolitan Transportation Commission (MTC) approved the Final Blueprint for Plan Bay Area, which is a policy document to guide the growth of the Bay Area through 2050. This Blueprint included a strategy of increasing the number of Bay Area workers that work from home one or more days per week in pursuit of a goal to reduce greenhouse gas emissions and traffic congestion. It would do this by mandating all large office-based employers (25 or more employees) have at least 60 percent of their employees telecommute on any given day.

San Francisco and San Jose have been working with the MTC over the last few weeks to address significant challenges stemming from the proposal. Today, the 15 members of the Bay Area delegation to the California State Legislature issued a letter raising significant concerns.

Mayors Breed and Liccardo released the following statement about the proposal:

“As the Mayors of the two largest cities in the Bay Area, we appreciate the work the Metropolitan Transportation Commission staff have committed to developing and completing the Plan Bay Area 2050 Blueprint that will help us meet our collective climate goals. We also acknowledge Plan Bay Area’s responsibility to meet State emissions reduction targets with a fiscally constrained transportation investment plan -- especially given the more recent impacts of COVID-19 on our respective communities.

While we support many of the innovative and bold strategies MTC has developed to help address our shared transportation challenges and meet our emissions reduction targets, we remain concerned about the telecommute mandate and cannot support it as currently drafted. We look forward to working with MTC staff, and our colleagues, on refining this strategy and considering alternatives that allow us to equitably meet our GHG reduction target and support the vitality of our downtowns.”

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San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 10

DATE: October 21, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba – Deputy Director for Capital Projects

SUBJECT: 10/27/20 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

Led by the San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, utilities relocation and upgrades, turn restrictions implementation, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. The preliminary cost estimate for all phases of the project is $604 million. BMS has a significant funding gap ($407 million). SFPW has developed a proposed phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start in 2021. The F Loop (see Discussion for details) is Phase 2. The BMS team is working closely with City departments to prioritize essential scope for Phase 1 to help close the funding gap; minimize construction impacts to businesses; and provide additional capacity for cyclists given the higher than anticipated volumes since Market Street became car-free. The new scope will maintain the curb line, delay sidewalk replacement, and eliminate F-Line track replacement. This will reduce project cost and business impacts. The revised scope includes a shared curb lane for cyclists, with improvements such as a painted buffer and double-sharrow treatments. Buses will not use the curb lanes. Public outreach on the new scope is scheduled for November. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☒ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

BACKGROUND

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. As discussed below SFPW has proposed a phasing plan for design and construction that would allow them to advertise Phase 1 construction in Spring 2021 and begin construction by late 2021. The estimated cost for redesign and construction of Phase 1 based on 20% design is about $130 million. The F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

DISCUSSION

Status and Key Activities. *Environmental Clearance:* BMS completed environmental review for the California Environmental Quality Act (CEQA). The Planning Commission certified the EIR at a noticed hearing on October 10, 2019. San Francisco SFPW and the SFMTA approved the project on October 15, 2019.

The California Department of Transportation (Caltrans) on behalf of the Federal Highway Administration (FHWA) led the National Environmental Policy Act (NEPA) environmental review, consultation, and any other actions required by applicable federal environmental laws. Since the last update to the Transportation Authority Board, Caltrans completed environmental review for NEPA in September 2020 and issued a Final Environmental Assessment with a Finding of No Significant Impact, marking a major milestone for the project.

Project Phasing and Potential Scope Changes: Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to

minimize construction impacts and disruptions. The project team has identified Phase 1 as Market Street between 5th and 8th streets.

In an effort to simplify nomenclature, the former Phase 1B is now Phase 2, comprised of a new surface loop for use by SFMTA's F-Market historic streetcar service. This new loop (F-Loop) entails the construction of streetcar tracks along McAllister and Charles J. Brenham streets, passing in front of the Hibernia Bank and Proper Hotel. The F-Loop will allow SFMTA to increase service on the busiest portion of the existing F-Market route by turning some vehicles at the new loop, rather than continuing to the current route terminus at Market and Castro streets.

The phasing for the remainder of the project has not been determined yet. Once Phase 1 design is complete, the project team will provide phasing options either by geographic areas or by scope of work. These options will be matched to funding sources, for example stimulus funds or future BUILD grants.

The design team had completed 15% plans for the entire project corridor, and 90% design for the Phase 1A improvements (with a sidewalk-level bikeway from 5th-8th Streets). However, the project team and partner agencies are re-evaluating the scope of the project to reduce the project cost and construction impact to businesses and residents. The project team is now considering only replacing or upgrading infrastructure at the end of its design life. SFMTA is determining their state of good repair scope and available funding for track, overhead lines, and traffic signals. SFMTA currently will not replace F-Line tracks along the entire corridor but is focusing on upgrading existing tie-and-ballast tracks with direct fixation and repairs where needed. The Path of Gold will not be replaced as part of the first phase.

The SFPUC is re-evaluating sewer, water, and power duct bank scope which may be contingent on track and traction power replacement scope. SFPUC currently will not replace the existing sewer line under the F-Line tracks if SFMTA does not replace F-Line tracks. SFPUC will instead reline the sewer to extend its useful life. This will significantly reduce the sewer installation cost.

SFPW is determining roadway paving, sidewalk replacement, landscaping and other elements. The project team has decided to maintain the existing curb line (except where it must be relocated to facilitate new center boarding islands) which will also lead to considerable project savings since it will eliminate or reduce utility and fire hydrant relocation. SFPW is also delaying full sidewalk brick replacement. SFPW will currently build curb ramps and phase in full sidewalk replacement in the future. This will also lead to additional savings because the project will no longer require near-term relocation of the Path of Gold Streetlights.

Quick-Build: To improve safety and transit performance, the City implemented its quick-build program on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness

Avenue. Vehicles are still allowed to cross Market street at all intersections. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25%. Vehicle traffic congestion increased only marginally on nearby streets.

Due to the success of quick-build and the increase in bicycle volumes, the project team determined that the proposed 8-foot sidewalk bikeway is too narrow to accommodate the new bicycle volumes. Consequently, the project team proposes to eliminate the sidewalk-level bikeway and keep bicyclists in the existing curb lane and add a 2-foot painted buffer to protect bicyclists. This is another reason why the existing curb line can be maintained, reducing costs and minimizing construction-related impacts to businesses along the corridor. The proposed design will keep the two center lanes for Muni transit vehicles. Taxis, paratransit, and delivery vehicles will use the shared curb lane along Market Street. The project team is exploring traffic calming measures that can be integrated into the design, such as a raised curb in the painted buffer and vertical deflection in the curb lane.

The project team is also looking for other Quick-Build opportunities to realize more of the project benefits sooner and trying to accommodate the higher bicycle volumes after Market Street went car-free.

The BMS team had planned on building a pilot as part of the proposal for sidewalk–level bikeway on the project, which was funded by Prop K sales tax. However, with the success of Quick-Build and the shift to a curb lane instead of sidewalk-level bike lanes, this pilot is no longer required. Prop K funding for the pilot has been de-obligated and SFPW anticipates requesting those funds for construction of the project after scope revaluation.

Project Cost and Funding. The total project cost estimate, based on 10% design of the sidewalk-level bikeway design, was $604 million. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. The partner agencies are revaluating the state of good repair scope of work which may reduce the total cost of the project. With respect to Phase 1, the construction cost estimate based on the original scope was $106 million. City agencies' scope re-evaluation has reduced the preliminary construction cost estimate for Phase 1 to $88 million. Adding in soft costs (e.g. scope re-evaluation and redesign effort) and escalation brings the total Phase 1 preliminary cost estimate to $120 million. SFPW estimates the cost to redesign the project at an additional $7 million beyond originally budgeted design costs; however, the scope re-evaluation will lead to a lower total project cost for the Better Market Street project that more than covers the increased cost of design.

Shortly after Caltrans approved the project's NEPA clearance, SFPW was able to obligate $15 million in federal Better Utilizing Investments to Leverage Development (BUILD) funds and $3.4 million in One Bay Area Grant (OBAG) funds (programmed by the Transportation Authority) for the construction phase of the project before the relevant timely-use-of-funds deadlines. As a condition of FHWA agreeing to redirect the BUILD funds from the F-Loop to

Phase 1, SFPW has committed to starting construction of the F-Loop by September 30, 2025. The project schedule anticipates starting construction by 2024.

Attachment 1 shows the current funding plan for the BMS Project. The BMS project has secured $197 million in funding from the federal BUILD grant program, OBAG Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Based on the preliminary (20% design) cost estimated for the new Phase 1 scope, this would fully fund Phase 1 through construction with $32.8 million to apply toward future phases.

The BMS team is focused on getting the project shovel ready in order to qualify for potential state or federal stimulus funds.

Outreach Activities and Business Mitigation. The project team is preparing for a virtual open house that will take place November 2-13 to explain the proposed design changes and collect input. The project team will also conduct two online meetings on November 4 at 12:00 p.m. and November 9 at 4:30 p.m. SFPW is working on developing a business construction impacts mitigation plan reflecting the new design with the Office of Economic and Workforce Development.

Current Issues and Risks. The unanticipated COVID-19 pandemic and the subsequent stay-at-home orders issued in March 2020 by Bay Area public health agencies have impacted the project. A major complication is the economic recession resulting from the pandemic and the stay-at-home orders. The freeze in economic activity has affected City department revenues and has shifted work programs to focus on providing core services to residents and businesses. Further, while the project team was always determined to limit construction impacts to businesses prior to COVID-19, the team is even more committed to do so now. As described above, this is one of the main drivers of the project redesign along with the need to reduce costs. The redesign has contributed to a delay in starting the first phase of construction. As noted above, the current schedule is to advertise the construction contract in Spring 2021.

Identifying funding to close the funding gap for the remainder of the project beyond Phase 1 remains a significant challenge. SFPW and project partners are continuing to look for other funding opportunities, and the project team is seeking to make the project shovel ready to compete for any stimulus funds. After finishing design for Phase 1, the project team will focus more on the remainder of the project. This will include extending the re-evaluation of the scope and phasing options corridor-wide, which is expected to help reduce costs and narrow the funding gap.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Better Market Street Project Funding Plan

Attachment 1.

BETTER MARKET STREET FUNDING PLAN
(Updated October 23, 2020)
ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1 FUNDING

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1[1]	Redesign Ph. 1[2]	Construction Ph. 1[3]	Future Phases	Total by Fund Source
General Fund	Allocated	5,200					5,200
Octavia Land Sales	Allocated	3,050					3,050
Market Octavia Impact Fees	Allocated	1,500					1,500
Transit Center Impact Fees	Allocated					2,000	2,000
Prop A GO Bond	Allocated	12,960	7,642	7,000			27,602
SFMTA Transit Funds	Allocated	0	1,400				1,400
Affordable Housing and Sustainable Communities (AHSC)	Allocated				2,700		2,700
Prop A GO Bond	Programmed				67,890	30,778	98,668
BART (8th/Grove/Hyde/Market)	Programmed		225		410		635
One Bay Area Grant (OBAG)	Programmed				3,366		3,366
Prop K sales tax (EP 22 & 44)	Programmed		2,230		11,634		13,864
BUILD (federal)	Programmed				15,000		15,000
PUC Sewer and Water Funds	Programmed		2,100				2,100
PUC Sewer and Water Funds[4]	Planned				20,000		20,000
Total Identified Funding		**22,710**	**13,597**	**7,000**	**121,000**	**32,778**	**197,085**
Phase 1 Funding							**141,597**
Phase 1 Design + Construction Cost							**141,597**

[1] Phase 1A design cost included sidewalk level bikeway

[2] Phase 1 redesign cost includes shared curb lane

[3] Preliminary (based on 20% design) full cost for Phase 1 (Market Street from 5th Street to 8th Street). The F-loop is now Phase 2.

[4] Actual PUC cost will be determined through cost share negotiations

OTHER POTENTIAL FUNDING SOURCES

Funding Source		Funding Requested
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	BUILD	
Federal	OBAG 3 (FYs 2022/23-2026/27)	
State	Senate Bill (SB) 1, Cap & Trade (ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls): Phase 1	4,872
Regional	Regional Measure 3 (bridge tolls)	20,128
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Prop K current/reauthorization	
Local	Transit Center Impact Fees	

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Community Voices on Congestion Pricing

Conversations in the Tenderloin, SoMa, and Bayview

Jodie Medeiros, Executive Director, Walk San Francisco

SFCTA Board Meeting

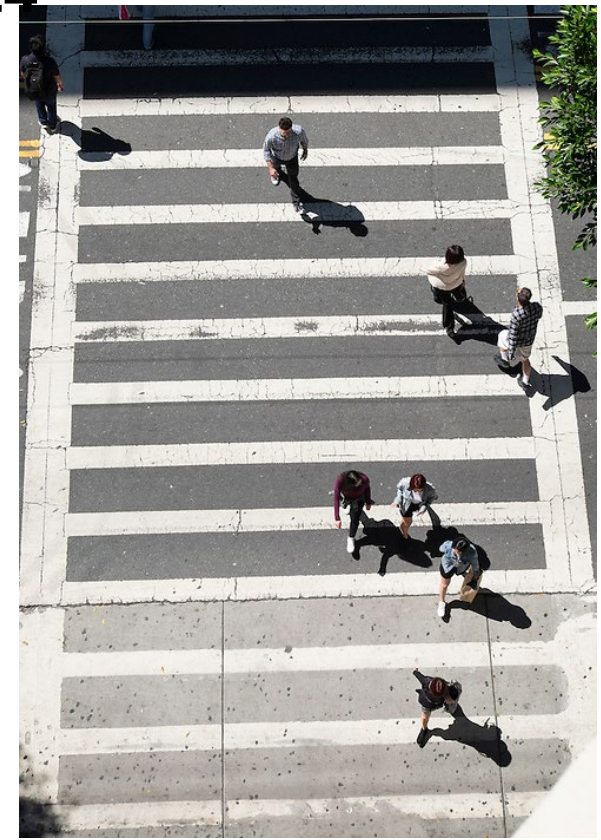
Tuesday, October 27, 2020

@walksf

walksf.org

WALK SAN FRANCISCO

114



Walk SF believes San Francisco can be the safest, most pedestrian-friendly city in the country.

Senior & Disability Working Group of the Vision Zero Coalition

Tenderloin Traffic Safety Task Force

Vision Zero is possible!

NEWS TRANSPORTATION

Oslo saw zero pedestrian and cyclist deaths in 2019. Here's how the city did it.

Reducing the number of cars reduced the number of traffic fatalities

By Alissa Walker | @awalkerinLA | Jan 3, 2020, 1:50pm EST

San Francisco's approach to Vision Zero

Vision Zero Transformative Policies

Automated Enforcement

Pricing and Reducing Vehicle Miles Travelled

Urban Speed Limit Setting

Local Regulation Of Transportation Network Companies

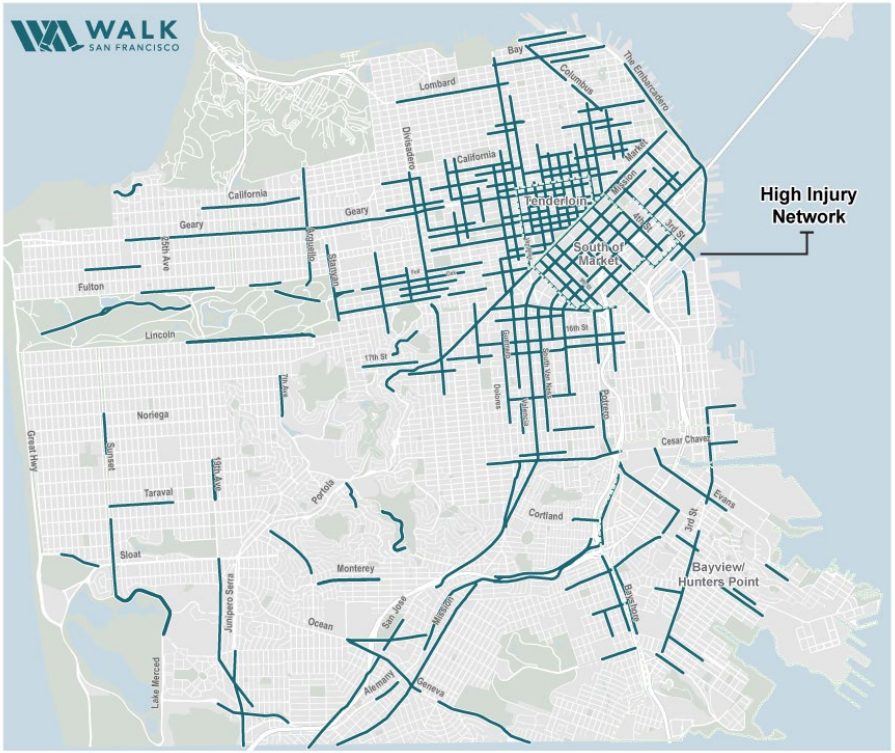
Walk SF's Outreach Approach

Tenderloin, SoMa, and Bayview

Outreach to Priority Neighborhoods

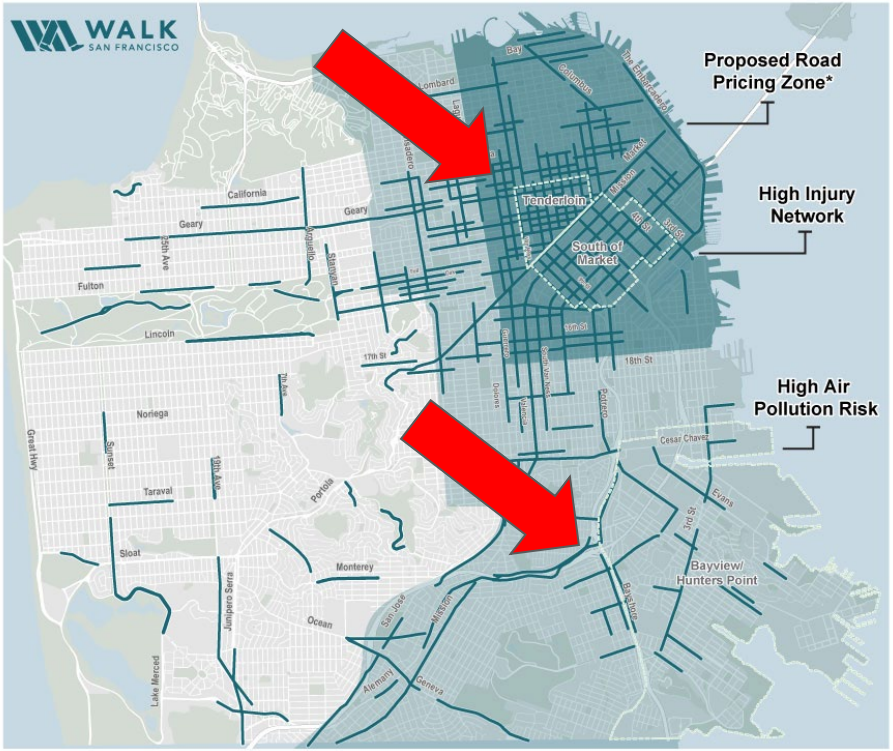
Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Outreach to Priority Neighborhoods



Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Outreach to Priority Neighborhoods



Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Targeted Outreach

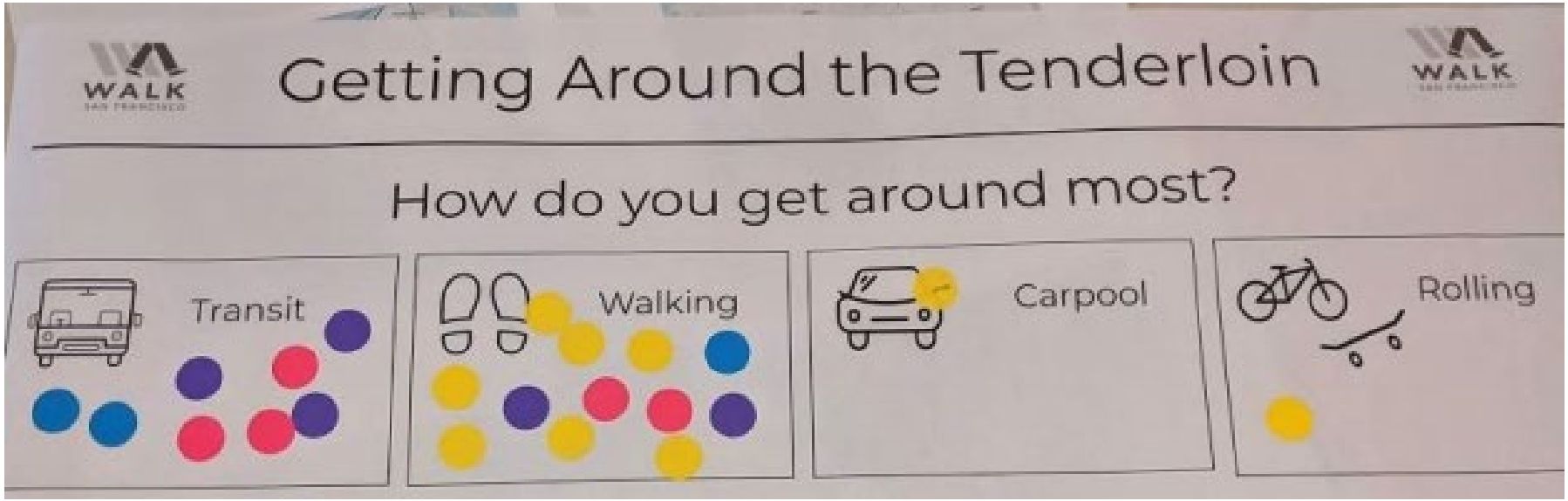
African American Holistic Wellness Program Bayview Hunters Point

Introduce the concept

New City Idea

What if it cost money to drive on the busiest streets during the busiest parts of the day?

Customized Outreach Approach



Questions we asked:

1) What are your biggest concerns about a potential congestion pricing program, and

2) What would you most want to invest funds from congestion pricing in?

Top Concerns

1. Who Pays?

2. Will this lead to more affordable and frequent transit service?

3. Have we, as a city, exhausted other options other than congestion pricing?

Top Spending Priorities

#1 Cheaper or free transit

#2 More frequent transit service

#3 Safe streets through design

WALK SAN FRANCISCO
walksf.org

Community Voices on Congestion Pricing:

Conversations in the Tenderloin, SoMa, and Bayview

Thank You

Jodie Medeiros, Executive Director

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walksf.org

WALK SAN FRANCISCO

WALK SAN FRANCISCO
walksf.org

Community Voices on Congestion Pricing:

Conversations in the Tenderloin, SoMa, and Bayview

Executive Summary

What if San Francisco could simultaneously improve air quality and traffic safety in the most impacted neighborhoods, plus boost Muni service and affordability while also fighting climate change?

This is the potential of congestion pricing in our city. At Walk San Francisco, we see congestion pricing as a promising solution, especially when it comes to ending severe and fatal traffic crashes on our streets. If you look at cities around the world within reach of Vision Zero, congestion pricing is one of the most effective tools at play.

Yet congestion pricing is a non-starter unless it's designed with equity on all fronts. In light of plans by the San Francisco County Transportation Authority (SFCTA) to start a study and outreach for exploring congestion pricing in 2020, Walk SF wanted to start talking with the people who are bearing the burden of too many transportation inequities about what congestion pricing could mean, both good and bad. And we wanted their voices to help shape SFCTA's outreach approach.

So with support from Natural Resources Defense Council, we held 13 outreach sessions in the Tenderloin, South of Market, and Bayview Hunters point in late 2019 and early 2020 to dig into two questions with residents in these neighborhoods: what are your biggest concerns about a potential congestion pricing program, and what would you most want to invest funds from congestion pricing in?

What we heard is only a small sampling of the voices that need to be at the heart of a SFCTA's planning process. But what rose to the top in our outreach is that: 1) who will pay the full toll is the biggest area of concern; and 2) more affordable and more frequent transit service are the top priorities for investment. The specific feedback and ideas behind this matter, which is why we've shared our full results with SFCTA to inform their outreach, and I invite you to read the full report below.

There's one comment from a participant that particularly stuck out in what we heard. It was that **congestion pricing should only be implemented if it will meaningfully improve the lives of the many communities it is meant to serve – not to make marginal improvements or backfill programs that should be happening regardless**.

This report was developed with support from the William and Flora Hewlett Foundation and the Natural Resources Defense Council. The information and opinions expressed in this report and toolkit are solely those of the authors and do not necessarily reflect the views of the funding partners.

Congestion pricing, if San Francisco pursues it, should be transformative for equity and for our streets. Walk SF looks forward to continuing the conversation, and invites you to join in!

Outreach Plan

Congestion pricing is a new concept in the United States that a number of cities, including San Francisco, are exploring. The San Francisco County Transportation Authority (SFCTA) planned a Congestion pricing study and outreach process that would last through 2020. Knowing that deep community engagement would be essential for any consideration of congestion pricing in San Francisco, Walk SF, with the help of NRDC, spent time crafting a congestion pricing outreach plan and conducting outreach to better understand the concerns and priorities of residents in three specific neighborhoods that will be impacted by congestion pricing. As a result, this feedback could provide information that the SFCTA could use to ensure that its study is answering the questions that residents have.

Walk SF directed its outreach from September to February in three neighborhoods: the Tenderloin, South of Market (SoMa), and Bayview Hunters Point. These three neighborhoods were chosen for several reasons. First, all three neighborhoods face daily poor air quality resulting from transportation emissions. Second, each neighborhood also experiences high rates of traffic injuries and fatalities. And finally, the residents who live with these current dangers are disproportionately lower-income and less white than San Francisco as a whole – groups often not fully reached through traditional transportation outreach.

Air Pollution and Climate Emissions

In San Francisco, like the Bay Area and California as a whole, transportation emissions are the largest contributor to both poor air quality and climate emissions. In terms of air quality, 93.9% of San Francisco census tracts are at the 89th percentile or higher in diesel particulate matter, according to CalEnviroScreen 3.0.

According to the Metropolitan Transportation Commission's Vital Signs report, emissions from transportation are the top source of greenhouse gas emissions locally: creating 47% of total emissions in the Bay Area, and 33% here in San Francisco.

San Francisco's eastern neighborhoods are especially burdened by poor air quality. The Tenderloin, SoMa, and Bayview areas are all designated as highly impacted by air pollution under California Assembly Bill 617. In fact, nearly all Tenderloin, SoMa,

and Bayview areas score at the 65th percentile or higher for health risks from CalEnvironScreen 3.0. As a heavily urbanized area, the pollution burden is led less by industrial or agricultural factors but rather varying aspects of the same problem: too many vehicles releasing too many pollutants next to incredibly dense neighborhoods of children, seniors, and low-income residents.

Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Map 1. Neighborhoods of focus for outreach

In SoMa, the CalEnviroscreen traffic score is between the 60th and 81th percentile for the entire neighborhood. This traffic brings pollution that contains toxic chemicals that can cause cancer, cause low weight and premature births, damage DNA, and raise asthma and lung disease rates for children who live or go to school nearby. This neighborhood is known for this heavy traffic.

Like in the Tenderloin and SoMa, every single census tract's CalEnviroScreen diesel particulate matter score is at or above the 98th percentile - some of the most polluted in the entire state. Heavy traffic brings hundreds of various chemicals to those living, working, or attending school in these neighborhoods. Children and the elderly face disproportionate risk from these very small particles that can cause lung cancer, heart disease, and contribute to a range of other health problems.

Traffic Violence

High levels of traffic emissions in these neighborhoods are also home to some of the city's most dangerous streets. The Tenderloin has uniquely dangerous streets: every single street in the neighborhood is a High-Injury Corridor (HIC) – something no other neighborhood can claim. In San Francisco, these Vision Zero High Injury Corridors represent the 13% of city streets where 75% of serious and fatal traffic crashes occur.

A dense residential neighborhood with very low car ownership – 0.1 vehicles per capita vs. .46 citywide – the fast one-way streets that residents confront everyday move traffic quickly to and from destinations in the Financial District, Union Square, and northern neighborhoods of the city. About two hundred people, on average, are injured from traffic crashes in the Tenderloin each year. Some die from these injuries each year.

While not every single street in SoMa is a High-Injury Corridor, it comes close. Nearly every north-south street that connects to streets in the Tenderloin, Union Square, and the Financial District are High-Injury Corridors, as are most east-west streets that connect the neighborhood to the Mission District. Housing and employment are growing in this neighborhood with numerous freeway touchdowns and wide streets designed for industrial traffic. Approximately four hundred people suffer injuries from traffic crashes every year in SoMa, as well as fatalities.

Bayview Hunters Point, located away from the downtown core, has fewer High-Injury Corridors, but is home to twelve very dangerous streets including its main street (Third) as well as numerous neighborhood streets and connectors to nearby neighborhoods. With multiple industrial centers surrounding homes, Bayview streets handle both the traffic of residents as well as significant truck traffic. And with lacking public transportation options and longer commutes than other neighborhoods, significantly more Bayview residents drive to work (63%) than the city average (42%), and the neighborhood has many less car-free households (19%) than the city average (30%).

Demographics

The Tenderloin, SoMa, and Bayview communities' demographics match that of those who are much more likely to suffer from air pollution. According to the San Francisco Planning Department's Neighborhood Socio-Economic Profiles report, based on data from American Community Survey, these neighborhoods include over three times more Black residents and about 20% more Latino residents than the city

average. They are more international: there are 21% more foreign-born residents and 61% more linguistically-isolated households than the city average. And they are poorer: 25% of these neighborhoods residents, on average, live in poverty - twice the overall city rate - and the per-capita income for the Tenderloin ($27,946) and Bayview ($24,817) are both about half of the citywide average of $55,567 in 2016.

Outreach Format and Materials

Walk SF began designing our outreach by determining how best to introduce the concept of congestion pricing to the communities we would be working with to the most accurate feedback from participants. The term ‘congestion pricing’ itself is jargon, and as many have noted, frames the concept in the negative: it is named after the typically negatively-viewed phenomenon (congestion), rather than the goals or outcomes of the idea. And while some have suggested ‘decongestion pricing’ as an alternative, this becomes an even longer name and still isn’t neutral. To solve this, we decided to use ‘road pricing’ throughout our outreach materials and communications as a simpler and more neutral option.

We designed the outreach sessions as a short presentation plus two key questions that will illuminate participants’ concerns and priorities: 1) what concerns they had about a road pricing program, and 2) what their investment priorities would be for revenue generated by a road pricing program.

By soliciting feedback on concerns, we were able to both surface informational questions that allowed us to refine the information in outreach sessions (e.g. how does someone pay: cash or a toll booth?) as well as concerns that any successful road pricing program would have to address (e.g. do residents of the zone area receive a discount or exemption?).

We began each conversation by asking individuals to share how they personally get around. While the outreach benefitted from many participants considering how the program would affect people they knew, we first grounded the conversation in how it would affect participants personally, rather than further hypothetical situations that they did not experience first-hand.

After understanding how participants currently get around San Francisco, we shared the problems that road pricing programs often hope to address: congestion, air pollution, and traffic deaths and injuries. In asking participants if they felt that congestion was increasing in San Francisco, their responses resoundingly echoed what we know: congestion has increased dramatically since 2010 due to more personal vehicle miles as well as transportation network company (TNC, such as Uber or Lyft) miles. In thinking about how best to discuss air pollution and traffic

violence, we opted to do so geographically since both are tied intricately with geography.

To address air pollution in San Francisco in a succinct but comprehensive way, we used California's AB 617 communities map, which shows which communities in California are most at risk from air pollution based on the criteria set out in 2017's Assembly Bill 617.

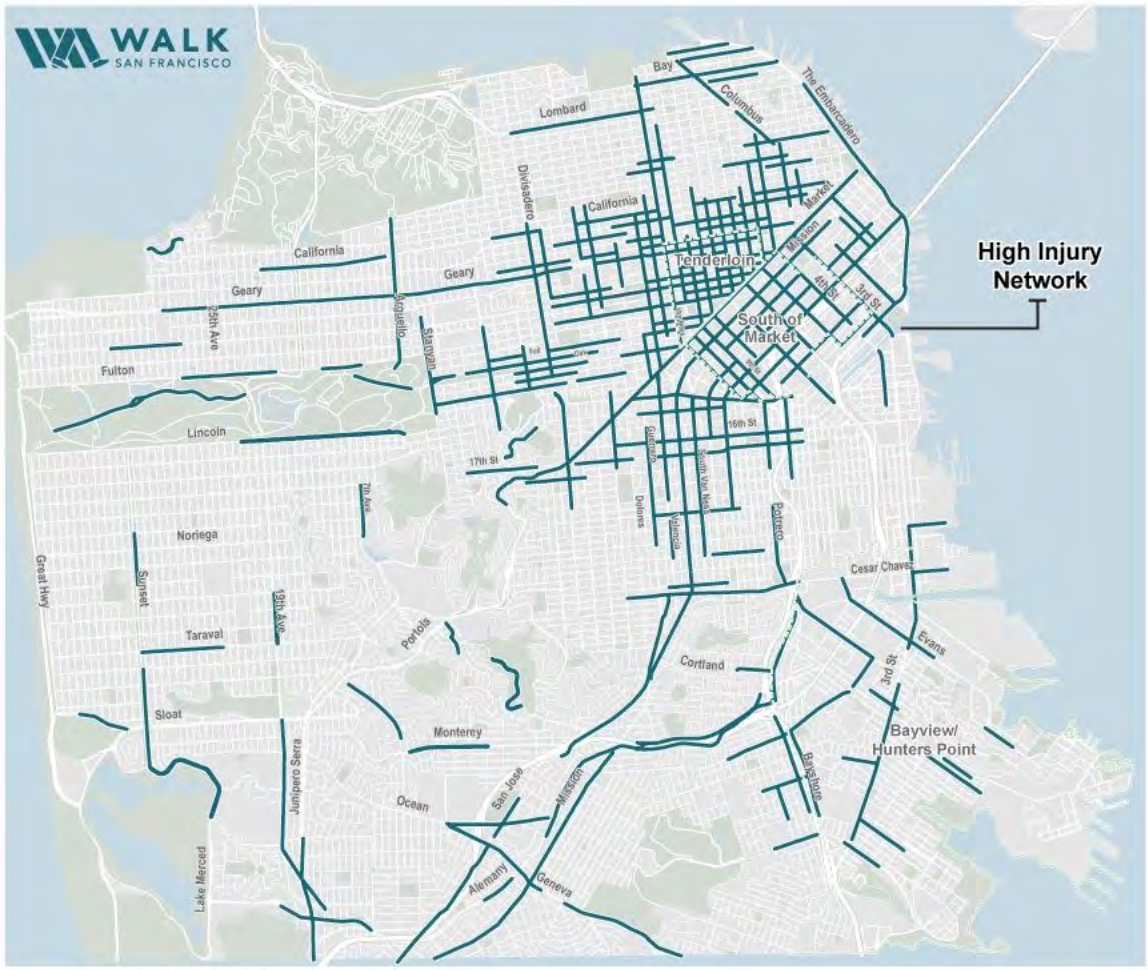
Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Map 2. AB 617 boundary shows residents of eastern San Francisco are at high air pollution risk based on pollution and community health information.

Participants understood that their neighborhood – whether it was the Tenderloin, SoMa, or Bayview – was fully covered by this dangerous designation, and some participants were quick to note that the western boundary of the AB 617 map at the southern end of the city almost precisely follows Interstate 280 as it divides the

Excelsior, Outer Mission, and Crocker-Amazon neighborhoods from western San Francisco.

To share the geography of traffic deaths and injuries, we shared a map of San Francisco's High Injury Network, the 13% of city streets that are responsible for 75% of traffic deaths and injuries according to San Francisco's Department of Public Health.

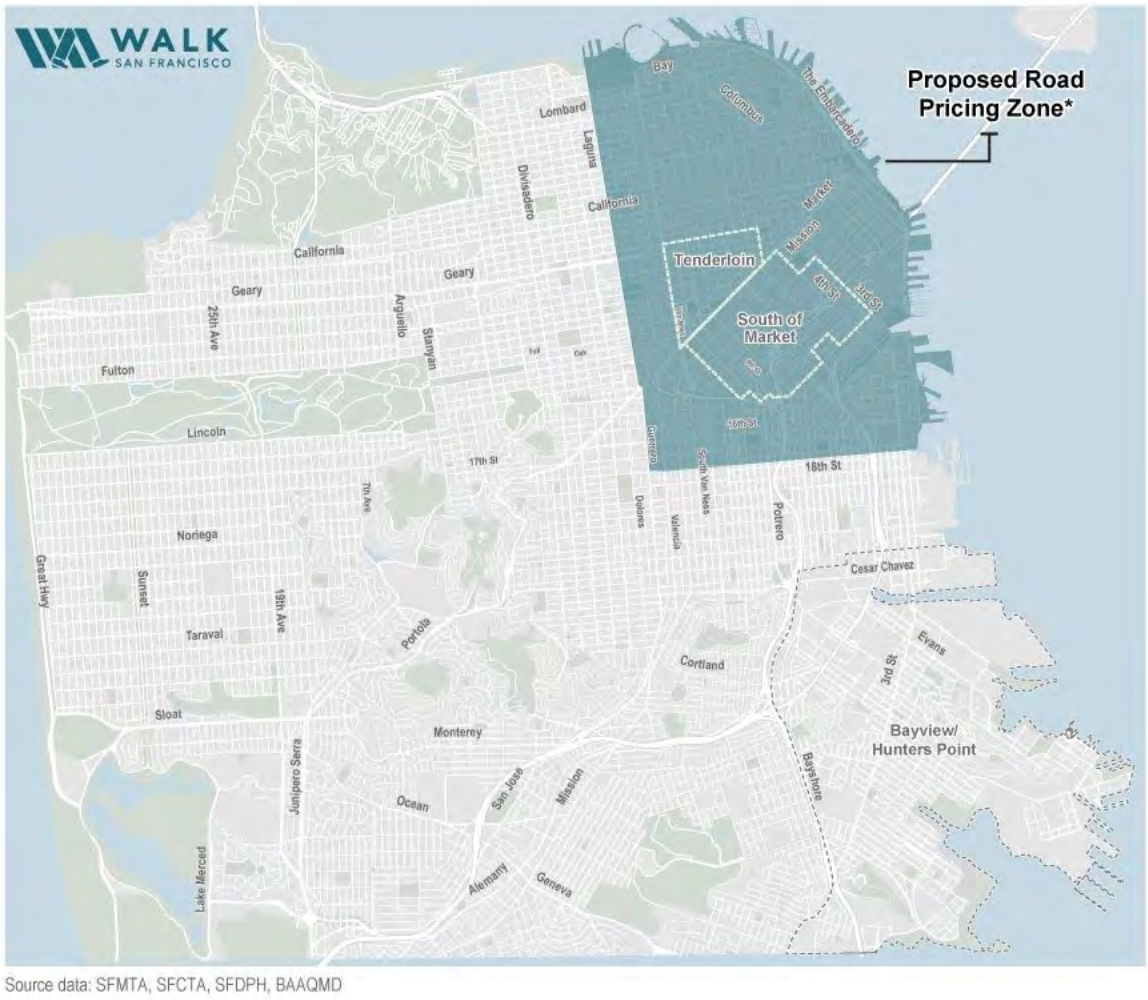


Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Map 3. San Francisco's High-Injury Network represents hospital and police traffic data to highlight the 13% of streets where 75% of serious and fatal traffic crashes happen.

Pointing out high-injury corridors in each neighborhood connected with participants' personal knowledge of the dangerous streets in their neighborhood. Additionally, the map showed the overlapping occurrence of higher air pollution risk and traffic violence risk on the eastern portion of the city.

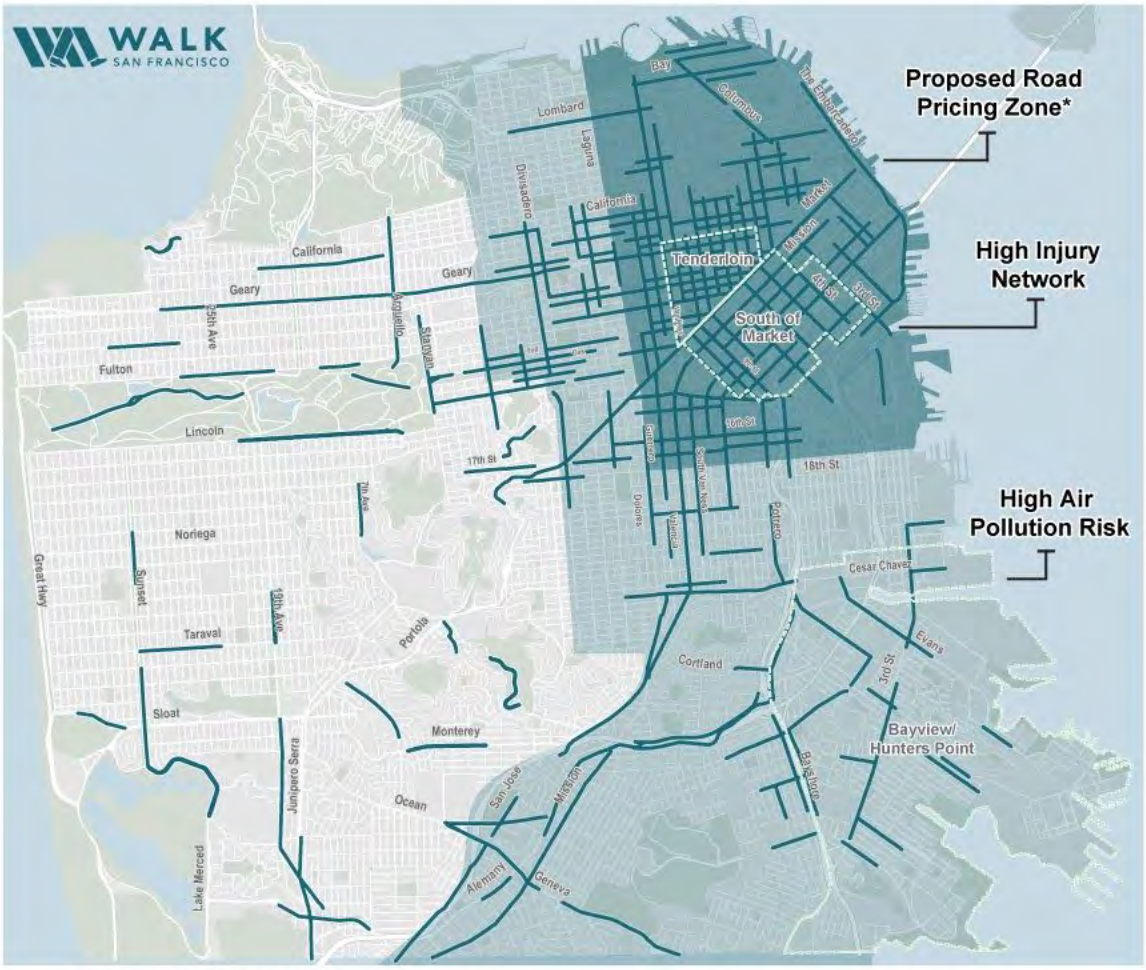
The presentation gave quick highlights and benefits of cities where congestion pricing has been successfully implemented (e.g. London, Singapore, Stockholm). We then asked participants to imagine what this could look like in San Francisco. To provide participants with a possible frame, we shared the proposed road pricing zone from the SFCTA's 2010 congestion pricing study. While we tried to provide minimal definition around what a congestion pricing program would look like for San Francisco, we determined that providing some possible program information like a "zone" was helpful for participants to get past initial clarifying questions.



Source data: SFMTA, SFCTA, SFDPH, BAAQMD

Map 4. Proposed congestion pricing zone from SFCTA's 2010 congestion pricing study.

To show where this 2010 congestion pricing zone would overlap with known air pollution risk and traffic crashes, we share one final map that displayed all three maps.



Map 5. Overlapping map of AB 617 high air pollution risk zone (light green shading), San Francisco High-Injury Network (dark green lines), and proposed 2010 congestion pricing zone (dark green shading).

This map provided a starting point for conversation. While acknowledging it was just one option previously considered, it was a concrete possibility that provided an opportunity to ask how a congestion pricing system could - or could not - work in San Francisco by providing feedback on both questions: 1) “what concerns would you have about a program like this?”, and 2) “what would you spend this money on to improve how you get around?”

Public Engagement

With materials created, we began our outreach in the fall to a variety of groups within the Tenderloin, SoMa, and Bayview: neighborhood groups, housing

nonprofits, local coalitions, etc. We built a list from Walk SF's previous collaborations in these neighborhoods, asked our partners, reviewed city data on groups active in each neighborhood, and asked each organization who hosted a training who else we should be talking to. In the end, this led to 13 outreach sessions (two additional sessions were canceled due to the beginning of the city's Shelter in Place order during coronavirus).

As we reached out to groups to partner with in hosting a session, we were intentional about considering which parts of the various communities they represented. While we selected the Tenderloin, SoMa, and Bayview in part because they are home to high percentages of people of color and low-income residents, we knew that simply by reaching out to groups within these neighborhoods would not automatically mean that we would be connecting with representative groups.

Who We Reached

In the Tenderloin, we held an outreach session with tenant organizers at Central City SRO Collaborative. These organizers work with their low-income, racially diverse tenant neighbors in Single-Room Occupancy hotels primarily in the Tenderloin as well as some locations in SoMa. We then conducted Spanish-language outreach at La Voz Latina, the neighborhood's primary resource center for low-income, monolingual Spanish-speaking immigrants. And we included several sessions at St. Anthony's lunch service, where many unhoused and low-income residents receive meals. Across the sessions, 140 community members attended sessions.

In the Bayview, we held sessions with the Rafiki Coalition, a group focused on public health and advocacy for San Francisco's Black community; Hunters Point Family, a workforce development nonprofit known for its work with Black youth and families; the Bayview YMCA's African American Holistic Wellness Program, which includes dedicated Black senior programs; and BMAGIC (Bayview Hunters Point Mobilization for Adolescent Growth in Our Communities), a network of community-serving organizations that coordinate their work in the community that includes many youth service providers. Through this work, we heard from 120 community members across generations.

In SoMa, we hosted sessions with organizations including Independent Living Resource Center, an organization working with people with disabilities, and the Yerba Buena Alliance, a coalition of business and community partners in the Yerba Buena District of SoMa. A total of 28 people attended these two sessions. We were less successful in reaching organizations to host additional sessions in SoMa. This may be partly due to fatigue from the large amount of transportation planning work and outreach that has been happening for a dozen transportation projects, as well as

the years-long Central SoMa Plan process; or, it may be a result of weaker connections with area groups. In Tenderloin, Walk SF is a part of the Tenderloin Traffic Safety Task Force and very involved in neighborhood advocacy; in the Bayview, where Walk SF leads Safe Routes to Schools programs at several schools and is connected with community groups we worked with to shape the Bayview Community Based Transportation Plan.

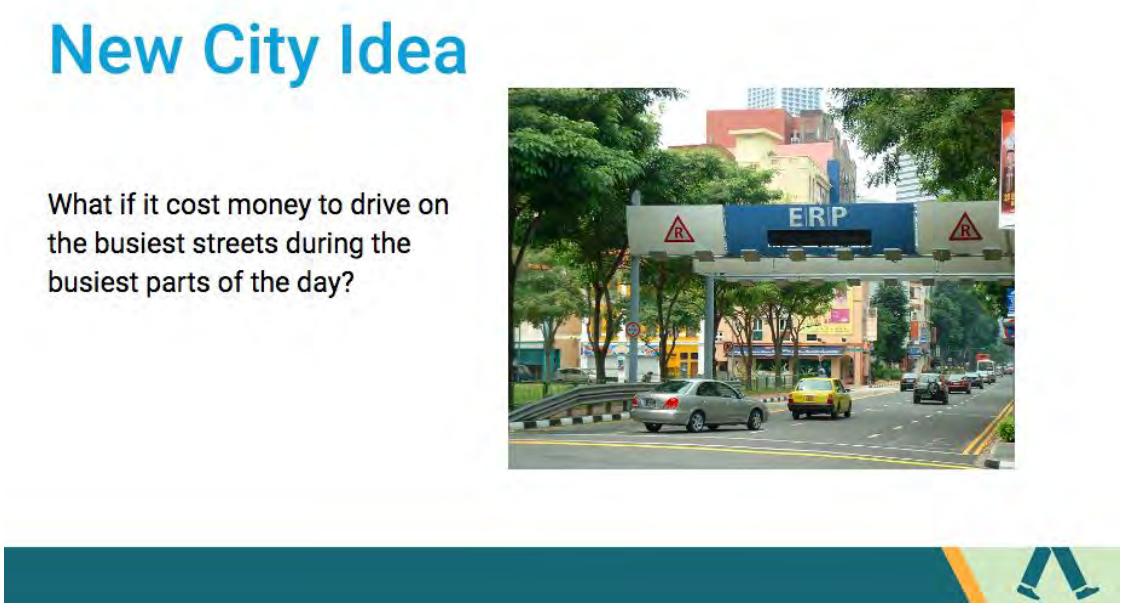
While demographic data was limited to those who voluntarily shared this information, all outreach sessions where this data collected included majorities of people of color – over 80% at four of these sessions – with the exception of the sessions at Independent Living Resource Center and the Yerba Buena Alliance. Despite these efforts, we know that we did not reach every community with these three neighborhoods.

Since the Tenderloin is nearly 23% Latinx and 18% speak primarily Spanish at home, we knew a session at La Voz Latina or a similar organization was a priority and held our session with live interpretation. But the Tenderloin, SoMa, and Bayview all have significant Chinese populations, yet while we were prepared to conduct sessions with interpretation and translated materials, we did find a local community-based group to host the presentation.

How We Collected Feedback

In planning sessions, we tried to balance two competing desires: to meet people where they already were but also planning sessions where participants could have enough time to ask questions and share their feedback.

In practice, this often meant joining existing meetings that groups scheduled and designing a presentation and collecting feedback based on the allotted time. With groups where we had a full hour, we were able to go deep on each topic starting with a fifteen-minute presentation on the concept of road pricing, answer all the programmatic questions that participants had, and then do a deep dive in collecting participant feedback on concerns on a road pricing program and investment priorities for program revenue.



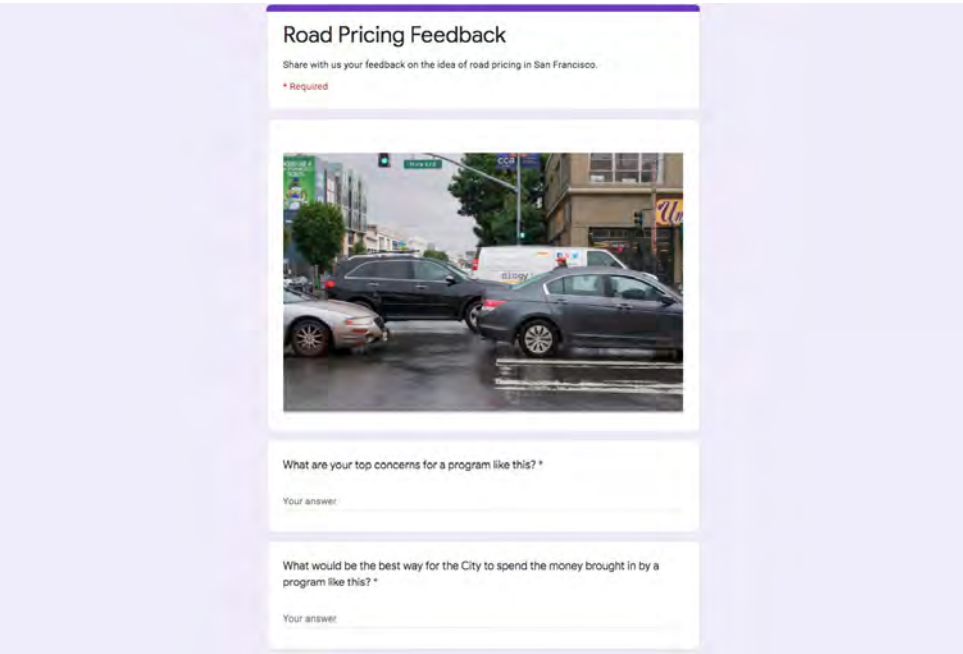
Sample slide for presentation introducing the concept of congestion pricing

In sessions of 30 minutes or longer, feedback activities included post-it notes and markers so that participants could write down each of their pieces of feedback. After several minutes for each topic, we collected these post-its, read each of them out for the group, and displayed them on the wall.

This process often unearthed additional pieces of feedback or allowed for clarifications for unclear messages. In sessions shorter than 30 minutes, we adjusted our data collection methods by using paper surveys that we collected at the end of the session. We distributed these at the beginning of each session so that participants could write down their feedback during the presentation and share their responses at the end of each session.

To supplement written surveys we also provided a link to share feedback within a short time frame after the session. Most completed surveys by hand, but the 16 who completed surveys online often provided more detailed feedback.

To thank participants, in each session, we provided participants Clipper $5 Cash Cards and small items like reflective lanyards.



Example online participant feedback survey

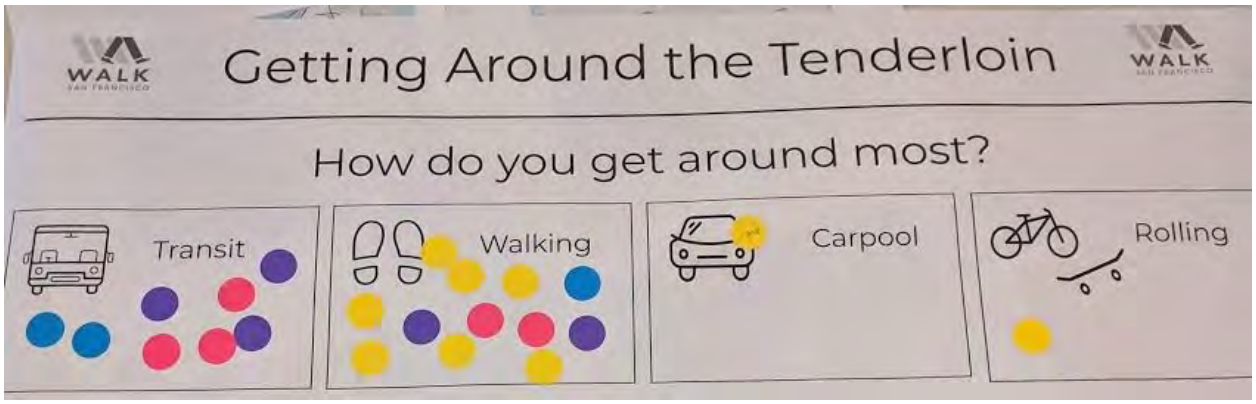
We altered this method further for sessions at St. Anthony's. Because many residents visit St. Anthony's for their lunch program and may not attend other group meetings where we could host a full outreach session, we created a version of our outreach amenable to tabling.

The first-lunchtime session at St. Anthony's ended up being a learning session on how to frame the content and gather the most feedback. We noticed many participants would spend two to five minutes discussing transportation one-on-one.

We created a poster that included key visuals from the presentation to show what the idea of road pricing could look like. We also created a large poster for feedback (see image), where participants could share how they get around, what their greatest priorities are for transportation investments, and post-its where they could share feedback or concerns they would have for a congestion pricing program.

These feedback categories matched the series of questions that we asked participants: how they got around, what their biggest needs were for transportation to be improved for them, and after sharing the idea of congestion pricing, what their feedback and concerns were. While this involved many one-on-one conversations – as opposed to one shared group conversation at other outreach sessions – we found that by asking the same questions and providing slightly different methods of sharing feedback, we could still gain this important feedback. Through four tabling

sessions, we engaged over a hundred Tenderloin residents and community members in this manner.



Example of tabling outreach materials at St. Anthony's

Participant Feedback

Through this targeted outreach and engagement, we met with nearly 300 community members in Tenderloin, SoMa, and Bayview. In these sessions, most participants had feedback on at least one of the two focus areas: program concerns and investment priorities. We received 166 pieces of feedback on the program concerns category: 33.1% at Tenderloin sessions, 18.1% at SoMa sessions, and 48.2% at Bayview sessions. And we collected 241 pieces of feedback on investment priorities: 46.1% at Tenderloin sessions, 16.6% at SoMa sessions, and 37.3% at Bayview sessions.

Feedback Analysis: Top Concerns and Investment Priorities

After all sessions were completed, we categorized each piece of feedback – collected through individual post it notes, handwritten feedback sheets, or completed online surveys – across categories for both feedback on program concerns and investment priorities. For comments that included more than one thought (e.g. "make BART free and make the T train faster"), these were separated into two pieces of feedback "make BART free" and "make the T train faster," which then were counted into two categories (Transit Cost and Transit Frequency, respectively).

While top concerns were varied, over half of concerns (53.6%) revolved around the heart of the issue: who pays a full toll and who doesn't?

- In this category, roughly one-third (18.7% of all feedback) were concerned whether low-income drivers would need to pay.

    - About one-sixth of this category (8.43% overall) were concerned about regional drivers paying the full toll - whether it was someone who had previously lived in San Francisco but were priced out, or who worked in a business in the zone.
    - About one-seventh of this category (7.83% overall) were concerned whether residents of a road pricing zone would be required to pay the full toll.
    - Additional groups that participants considered for exemptions were TNC drivers, people of color, and people with disabilities – or those driving them.
- The second most common concern category was that a congestion pricing program is unnecessary and the city should do something else instead to improve transportation issues. Proposals included improved transit, traffic enforcement, education, removal of ride-hail vehicles or bikeshare stations, and reparations.

The top investment priority for all neighborhoods was improving transit. While this was shared as an investment area for other cities that have implemented a congestion pricing program, this also reflects the basic acknowledgement that if one type of transportation is disincentivized with a toll, better alternative transportation options must be provided.

Transit-related investment priorities were over 40% of responses in these three neighborhoods, and the most commonly voiced need was reducing transit cost. Feedback noted the rising price of local Muni fares, the lack of a discount program for regional transit like BART, as well as the strict qualifications for MUNI's discount program (individuals earning $25,000 in San Francisco paying the full fare). Following transit cost, the next most common priorities were transit frequency and transit accessibility, including funding for programs like paratransit.

Other high-ranking priorities for investments were street safety improvements (ranked second after transit-related) and traffic enforcement (ranked third). Street safety improvements were focused on street design changes and enforcement was focused primarily on dangerous driving behaviors.

Drilling Down Based on Geography

Across these themes, participant feedback varied by neighborhood. Responses in the Tenderloin and SoMa - dense neighborhoods with similar high transit connectivity and d were often similar but diverged in some places from response in the Bayview.

Who Pays

While this was the top concern across neighborhoods, the specific concerns around which groups receive an exemption or discount varied by neighborhood. Given both neighborhood's central and their inclusion in the proposed zone in the 2010 SFCTA study, community members in the Tenderloin and SoMa were more interested in whether zone residents would pay the full toll.

In the Bayview, however, following low-income drivers as the top concern, the second highest is whether regional drivers pay the full cost. Participants thought the program should give some consideration to those who have now moved out of the neighborhood and even those displaced from the city. One participant noted "some of us used to live here but now have to drive back (for family, jobs, etc)."

Investing In Transit

The Tenderloin and SoMa participants expressed a great need for the priority investment to be on transit frequency. This is not surprising since many Tenderloin and SoMa residents depend on transit for daily trips as few have access to automobiles. On where to invest program revenues, the Bayview's top priority was to reduce the cost of transit. Many asked for Muni to be completely free – if not for everyone, then at least for all seniors, which would expand on the currently means-tested Free Muni for Seniors program.

Safe Streets and Enforcement

The second most common category for program investments in the Tenderloin and SoMa was street safety, primarily through safe street design. Again, this is not surprising that these community members would ask for an investment in safe street design given high traffic crash rates in both neighborhoods.

In the Bayview, however, traffic enforcement ranked high in priority and was the second most common category for investments. Enforcement around stop signs was shared by a number of participants as well as adding enforcement cameras for driving violations. Home to about a dozen High Injury Corridors and with two people dying in crashes each year, on average, and hundreds injured, traffic safety is on community members' minds.

Given the lack of major street safety projects undertaken in the Bayview in recent years – as compared to the Tenderloin and SoMa – it is possible that enforcement is more top-of-mind as a possible solution for traffic dangers since it has been the only one many regularly see in the neighborhood. In light of the more recent national conversations taking place on alternatives to policing, this may be an area where

additional outreach could be used to better understand what types of enforcement community members want to see as well as how enforcement fits into their larger desires for safe streets.

Overall Learnings

Thorough outreach will make or break the city's success in establishing a congestion pricing program that is embraced and works for all. In a small sample of organizations in three neighborhoods, we talked to and engaged with close to 300 people who have opinions on how the program can be crafted, who it could hurt the most, and how an influx of revenue can help improve their lives.

We're thankful that we had the opportunity to listen to and share the voices of people living and working in these three neighborhoods regarding a potential congestion pricing program. To help foster the discussions and make deeper connections, Walk SF shared information about our outreach with the SFCTA and their contractors responsible for officially conducting outreach for the city and county of San Francisco.

In reviewing our completed sessions and plans for additional outreach, our outreach lists only had one group that overlapped. By doing our initial outreach, Walk SF was able to improve the city's planned outreach efforts and connect our partner organization to the city's effort. Additionally, when the SFCTA started their formal outreach process, Walk SF was able to use the list of individuals who shared their contact information with us at these sessions to further connect them to upcoming outreach opportunities.

From these outreach sessions, the greatest takeaway for any San Francisco congestion pricing program is the investment priority that we heard most often: to reduce transit cost. In other cities considering congestion pricing, improving transit service and transit infrastructure tends to be the focus of the investment. But in San Francisco, transit frequency or transit speed only matter if you can afford to get on that bus or train in the first place.

In addition to specific learnings from participant feedback, we observed some additional themes during our outreach sessions.

- Even if a participant did not own a car or said they never drive, they imagined themselves paying a toll at some point. Without specifying how they could see themselves paying for it, many seemed to account immediately for a worst-case scenario where if there was a new fee, it would end up being passed on to them.

- Many participants had an immediate negative reaction to a new cost for a daily need like getting around. In our sessions, only after answering basic questions (e.g. do pedestrians typically have to pay? how do you pay – at a toll booth?) and beginning to discuss possible investments were many participants open to the idea of a fee placed on people driving into a part of townPublic health resonated with many participants as one of the problems that needed to be solved. However, “public health” referred to varying problems. In the Tenderloin groups, “public health” referred to dangers of traffic crashes, whereas in the Bayview, “public health” was often discussed as the dangers of air pollution.

Additionally, Walk SF began engaging community members about the idea of congestion pricing because of its transformative potential to reduce the public health dangers of traffic violence and air pollution. Even though we were doing outreach independent of the city’s process – and not on behalf of the city-– we were reminded that anyone discussing a possible city initiative is stepping into a yearslong conversation about the city’s involvement in a neighborhood.

Especially in neighborhoods where the city’s initiatives have failed to bring anticipated improvements (e.g the often slow and delayed T train in the Bayview) or have not appeared at all to make basic improvements, new proposals are often viewed with this history in mind. At one session, a participant shared “the city asks us for our feedback, but it's going to happen no matter what,” and others in Bayview sessions commented on the “outreach fatigue” of always being asked to provide feedback on ideas without knowing if their time has made a difference. Another participant questioned why a new, complicated scheme should be necessary for basic repairs to be made on streets near them.

Together, these comments are a reminder not only that the time and participants of community members and partner organizations must be valued, but that new programs like congestion pricing do have a cost. And given these costs, a new initiative should only be implemented if it will meaningfully improve the lives of the many communities it is meant to serve - not to make marginal improvements or backfill programs that should be happening regardless.

Conclusion

As San Francisco continues to study congestion pricing as a tool for addressing several issues facing the city, our limited outreach in three neighborhoods have already identified key concerns and investment priorities worth addressing through additional outreach and study.

This should include the top two concerns we heard across all neighborhoods:

- **Exemptions and discounts**: the core questions of any pricing program – who pays and how much? Specifically, how does a program equitably address costs for low-income San Francisco residents, but also how does it address regional travelers equitably in a city that has undergone well-documented gentrification and displacement.
- **Alternatives to congestion pricing**: the second most common set of concerns voiced by participants was whether the City has exhausted other options other than congestion pricing.

This should also include the top three investment priorities that congestion pricing could fund:

- **Cheaper or free transit:** by far, the top priority for investments was that of improving public transit, and the most common way that participants asked for transit to be improved was by reducing fares or completely eliminating them. Despite the current discount programs, current fares still present a challenge to many riders.

- **More frequent transit:** second to transit cost, improving transit frequency was priority shared by many participants.

- **Safer streets through design:** outside of improving public transit, the top group of suggestions for congestion pricing funding were around making streets safer through design. Making streets safer and providing robust transit will benefit the greatest number of residents.

Based on this, we recommend that additional outreach and study be conducted on the following topics:

- **Better understand priorities for exemptions/discounts and program effectiveness and funding.** What is the fee approach that can reduce congestion and pollution, raise funds to improve transit, while also including needed exemptions and discounts? We need to understand how community members would weigh each priority to inform program design.

- **Explore transit cost and frequency concerns** - Public transit in San Francisco includes Muni, BART, Caltrain, and a number of other regional transit services. Understanding where relief is needed most – by agency, geography, and riders – is essential to targeting funding and service improvements.

- **Identify priorities for street safety investments** - While San Francisco has a wealth of information on street safety (e.g. where traffic crashes happens most frequently, who crashes hurt, which tools work in reducing crashes), understanding how community members would want to use investments from a congestion pricing program is key.

Appendix A: Participant concerns on congestion pricing program, by category and neighborhood

Concern Category	Overall Count	Percentage	TL Count	TL %	SoMa Count	SoMa %	Bayview Count	Bayview %
Additional Work Needed - Studies	2	1.20%	0	0.00%	2	6.67%	0	0.00%
General Comment - Negative	13	7.83%	3	5.45%	0	0.00%	10	12.35%
General Comment - Positive	5	3.01%	2	3.64%	2	6.67%	1	1.23%
Other	2	1.20%	1	1.82%	0	0.00%	1	1.23%
Payments - Frequency	3	1.81%	3	5.45%	0	0.00%	0	0.00%
Payments - General	5	3.01%	1	1.82%	2	6.67%	2	2.47%
Payments - Price	4	2.41%	2	3.64%	1	3.33%	1	1.23%
Program Administration - Cost	2	1.20%	2	3.64%	0	0.00%	0	0.00%
Program Administration - General	2	1.20%	2	3.64%	0	0.00%	0	0.00%
Program Administration - hiring	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Program Investments	11	6.63%	7	12.73%	2	6.67%	2	2.47%
Program Is Unnecessary - Do Something Else Instead	13	7.83%	2	3.64%	3	10.00%	8	9.88%
Secondary Impact - Congestion Elsewhere	2	1.20%	1	1.82%	1	3.33%	0	0.00%
Secondary Impact - Gentrification	2	1.20%	1	1.82%	0	0.00%	1	1.23%
Secondary Impact - Merchants	3	1.81%	0	0.00%	0	0.00%	3	3.70%
Secondary Impact - Transit	1	0.60%	1	1.82%	0	0.00%	0	0.00%

Who Pays - Bike, Ped, Transit Users	4	2.41%	3	5.45%	0	0.00%	1	1.23%
Who Pays - Businesses	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Who Pays - Disabled	4	2.41%	1	1.82%	2	6.67%	1	1.23%
Who Pays - Electric Cars	1	0.60%	1	1.82%	0	0.00%	0	0.00%
Who Pays - Low Income	31	18.67%	6	10.91%	6	20.00%	19	23.46%
Who Pays - Occasional Drivers	1	0.60%	1	1.82%	0	0.00%	0	0.00%
Who Pays - Other	1	0.60%	0	0.00%	0	0.00%	1	1.23%
Who Pays - People of Color	6	3.61%	0	0.00%	0	0.00%	6	7.41%
Who Pays - Regional	14	8.43%	5	9.09%	2	6.67%	7	8.64%
Who Pays - Residents	13	7.83%	7	12.73%	3	10.00%	3	3.70%
Who Pays - Seniors	3	1.81%	0	0.00%	0	0.00%	3	3.70%
Who Pays - TNCs	8	4.82%	1	1.82%	2	6.67%	5	6.17%
Who Pays - Workers who drive	2	1.20%	1	1.82%	1	3.33%	0	0.00%
Zone Geography	6	3.61%	1	1.82%	1	3.33%	4	4.94%
	166	100.00 %	55	100.00 %	30	100.00 %	81	100.00 %

Appendix B: Participant investment priorities, by category and neighborhood

Investment Category	Overall Count	Percentage	TL Count	TL %	SoMa Count	SoMa %	Bayview Count	Bayview %
Community - General	12	4.98%	6	5.41%	3	7.50 %	3	3.33%
Community - Housing and Homelessness	5	2.07%	1	0.90%	2	5.00 %	2	2.22%
Community - Environment	3	1.24%	2	1.80%	0	0.00 %	1	1.11%
Community - Other	8	3.32%	4	3.60%	0	0.00 %	4	4.44%
Bicycles	4	1.66%	2	1.80%	2	5.00 %	0	0.00%

Enforcement - General Policing	9	3.73%	6	5.41%	0	0.00%	3	3.33%
Enforcement - Safe Streets	16	6.64%	5	4.50%	0	0.00%	11	12.22%
Enforcement - Safety on Transit	4	1.66%	0	0.00%	0	0.00%	4	4.44%
Maintenance - General Street and Sidewalk	11	4.56%	6	5.41%	0	0.00%	5	5.56%
Maintenance - Street and Sidewalk Cleaning	9	3.73%	3	2.70%	3	7.50%	3	3.33%
Other	7	2.90%	6	5.41%	1	2.50%	0	0.00%
Parking	2	0.83%	1	0.90%	0	0.00%	1	1.11%
Shared Mobility	2	0.83%	2	1.80%	0	0.00%	0	0.00%
Street Amenities - Better Sidewalks	5	2.07%	2	1.80%	0	0.00%	3	3.33%
Street Amenities - Lighting	1	0.41%	1	0.90%	0	0.00%	0	0.00%
Street Amenities - Seating	2	0.83%	2	1.80%	0	0.00%	0	0.00%
Street Amenities - Trash	1	0.41%	1	0.90%	0	0.00%	0	0.00%
Street Amenities - Trees	4	1.66%	2	1.80%	0	0.00%	2	2.22%
Street Safety - Design	33	13.69%	19	17.12%	4	10.00%	10	11.11%
Street Safety - Education	5	2.07%	3	2.70%	2	5.00%	0	0.00%
Transit - General	7	2.90%	2	1.80%	3	7.50%	2	2.22%
Transit - Accessible Transit	8	3.32%	3	2.70%	3	7.50%	2	2.22%
Transit - Cost	37	15.35%	11	9.91%	7	17.50%	19	21.11%
Transit - Frequency	27	11.20%	13	11.71%	8	20.00%	6	6.67%

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Transit - Reliability	5	2.07%	1	0.90%	0	0.00 %	4	4.44%
Transit - Speed	7	2.90%	3	2.70%	1	2.50 %	3	3.33%
Transit - Other	7	2.90%	4	3.60%	1	2.50 %	2	2.22%
Total	241	100.00%	111	100.00%	40	100.0 0%	90	100.00%