



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, November 17, 2020; 10:00 a.m.

**Location:** Watch SF Cable Channel 26

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**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 146 423 1359

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**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:**

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2. Chair's Report - **INFORMATION**
3. Executive Director's Report - **INFORMATION**



**Consent Agenda**

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| 4. | Approve the Minutes of the November 10, 2020 Meeting - <b>ACTION*</b>   | 5  |
| 5. | [ <b>Final Approval</b> ] Appoint Jerry Levine to the Citizens Advisory Committee - <b>ACTION*</b>                                      | 19 |
| 6. | [ <b>Final Approval</b> ] Allocate \$545,651 in Prop K Sales Tax Funds, with Conditions, for Two Requests - <b>ACTION*</b>              | 27 |
|    | <b>Projects:</b> (SFMTA) Citywide Daylighting (\$500,000), Visitacion Valley and Portola Community Based Transportation Plan (\$45,651) |    |
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| 11. | Introduction of New Items - <b>INFORMATION</b>  |  |
|     | During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration. |  |
| 12. | Public Comment  |  |
| 13. | 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.

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# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, November 10, 2020

### **1. Roll Call**

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

**Present at Roll Call:** Commissioners Fewer, Haney, Mar, Preston, Peskin, Ronen, Stefani, and Walton (9)

**Absent at Roll Call:** Commissioners Mandelman (entered during Item 2), Safai (entered during item 4), and Yee (entered during item 2) (3)

Chair Peskin made a motion to excuse Vice Chair Mandelman for the beginning part of the meeting, seconded by Commissioner Stefani. The motion to excuse was approved without objection.

### **2. CAC Chair's Report - INFORMATION**

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the October 28 CAC meeting on the discussion regarding the Prop K Allocation requests on the agenda. CAC Chair Larson shared that there was a disagreement within the CAC regarding the San Francisco Municipal Transportation Agency's (SFMTA's) request for \$200,000 for the Curbside Pickup Zones Pilot related to the Shared Spaces program instituted into response to the COVID-19 pandemic. He shared that some of the CAC members felt that because the curbside pickup zones were benefitting e-commerce companies engaged in food deliveries and services, that the private sector should be paying more and contributing to the pilot. He added that others felt that the zones were public resources that were initiated by commercial establishments on the streets, so public dollars would be appropriate. CAC Chair Larson shared that given the track record with the companies limiting their data sharing, some members still felt the pilot item should be severed and voted on separately. However, he added that majority of the CAC felt that the concerns were not compelling enough to delay the pilot and voted against severing the request. He shared, in the end, the Prop K Allocation request recommendation was approved on a 7-4 vote, with a request that a more in depth presentation on the SFMTA's curbside management strategy be presented to the CAC in the near future.

With respect to the Portsmouth Square Community Based Transportation Plan Final Report, CAC Chair Larson shared that the CAC was supportive of the improvements proposed, given the difficulty of pedestrian access and the multiple levels of the square and the overall need for a more inviting space. He shared that during public comment in response to the plan to accommodate and coordinate casino buses at the Hilton Hotel, a member of the public opined that the buses needed to be controlled while also paying a franchise fee similar to corporate bus shuttles.



Lastly, CAC Chair Larson reported on the presentation on the changes to the Better Market Street project. He shared that CAC members felt that the revised scope was a great loss to the corridor. He added that a member commented that it seems the heart has been gutted out of the plan. Chair Larson also shared more specific concerns on the downsizing of the scope, which included questioning the wisdom of putting bicycles into the street and sharing space with vehicles. He also shared a concern with disability access on the reconfigured center loading platforms, and the uneven brick pavers that will remain in place. Chair Larson stated that another concern regarding downscaling was driven by a grant deadline imperative to start building resulting in missed opportunities to coordinate the streetscape improvements with mid-market construction projects that are currently underway, which would necessitate future disruptions after the buildings were complete. Lastly, he shared that a question regarding the revisitation of the scope once the results of the election and prospects for additional funding from the government became clearer.

There was no public comment.

**3. Approve the Minutes of the October 27, 2020 Meeting - ACTION**

There was no public comment on the minutes.

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

The minutes were approved without objection by the following vote:

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

Nays: (0)

Absent: Commissioner Safai (1)

**4. Appoint One Member to the Citizens Advisory Committee - ACTION**

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

Commissioner Stefani expressed her support in re-appointing Jerry Levine for the District 2 CAC position.

Jerry Levine appeared before the Board and thanked Commissioner Stefani for her recommendation and provided a brief summary of his qualifications.

During public comment David Pilpel shared his support for Jerry Levine's reappointment.

Commissioner Stefani moved to approve the item, seconded by Chair Peskin.

The item was approved without objection by the following vote:

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

Nays: (0)

Excused: Commissioner Mandelman (1)



**5. Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests - ACTION**

Mike Pickford, Senior Transportation Planner and Francesca Napolitan, Curb Access Manager for SFMTA presented the item.

Commissioner Ronen thanked staff for renaming the request for the Visitacion Valley and Portola Community Based Transportation Plan to include the Portola neighborhood. She said that the Portola often gets overlooked and makes up a large portion of the plan area. She said that she looked forward to engaging in the planning effort. Commissioner Ronen said she was not happy with the \$200,000 request for Curbside Pickup Zones Pilot Evaluation, saying that she didn't understand why public space would be devoted to private delivery companies that don't treat their workers like the employees that they are.

Hank Willson, Policy Manager in Parking and Curb Management for SFMTA, said that the Shared Spaces Program had been 100% small business/merchant driven. He said that SFMTA tries to approve all requests for shared spaces and only deny requests when they can't physically locate a zone or for a transportation reason (e.g. blocking a bus stop). He said there are no fees for this program. He added there had been many applications and SFMTA hasn't had a chance to evaluate how well they're working and how to operate the program moving forward because they are too busy approving applications.

Chair Peskin noted that the budget for the project was one third of a million dollars, including \$200,000 in requested Prop K funding. He asked what the Prop K funds would be used for.

Ms. Napolitan replied that Prop K funding would be used for video data collection. She said that from other projects, they know this is the best way to collect data, as it is difficult to collect in person. She said the data collection would cover roughly 20-30 blocks. She said Prop K would also fund outreach, including talking to merchants about how the program meets their needs.

Chair Peskin asked staff to elaborate on the video data collection, whether it involved installing cameras and whether it would be conducted by SFMTA staff or a third party.

Ms. Napolitan replied that SFMTA used video data collection for curb management projects in the Inner Sunset and on Valencia. She said that SFMTA didn't have the camera infrastructure, so they would hire a data collection firm to place cameras, collect and visually look at footage to count vehicles, conflicts, dwell time, and types of vehicles. She said video allowed them to better understand abuse and dwell time to know how long it takes to do pickups, near misses with cyclists, problems with commercial vehicles, and other issues.

Chair Peskin asked where the 20-30 blocks would be located.

Ms. Napolitan replied that part of developing the data collection plan would be to identify blocks throughout the city, in different commercial areas, and select locations with high bike usage and transit routes, as well, to understand conflicts.

Chair Peskin asked whether the pickup zones are considered shared space zones. Ms. Napolitan replied that they were.



Chair Peskin said that he knew how many zones there were, with many zones in District 3, and that he could provide anecdotal data about dwell times, how well the zones were working both anecdotally and from feedback from merchants, based on his regular walks around dense areas in his neighborhood, such as Grant Avenue and Green Street, without spending as much as SFMTA was proposing.

Mr. Willson said that the proposed cost for the project was in line with other similar projects. He said that they could spend less money, but that it would mean doing less data collection and less outreach.

Chair Peskin said that Ms. Napolitan had provided a robust presentation on the policy considerations of curb management and said that he thought SFMTA could act based on the information that is already known about managing curb space, rather than spending months and the requested funds on the proposed project.

Commissioner Walton thanked staff for preparing for the Visitacion Valley and Portola Community Based Transportation Plan. He said there was a lot of work to be done, especially related to Caltrain and possible development and growth in the area. With regard to the Curbside Pickup Zones Pilot Evaluation request, he asked if the camera plan had been vetted by the appropriate City offices.

Mr. Willson said that the project had not yet gone through steps required for surveillance review, but that it would.

Commissioner Walton said that it was important to vet locations of cameras now. He said he supports shared spaces but has seen some problems with neighbors not understanding the need of businesses to operate outside. He said there were some issues starting to arise related to shared spaces that are causing problems in communities that need to be worked through. He said that as things move forward, and as cameras are used, they need to be vetted.

Mr. Willson acknowledged that these were good points. He stated that SFMTA was just talking about curbside pickup zones for this project and that, when using cameras, they would not be focused on people gathered in dining spaces, only on cars pulling in and out.

Commissioner Walton replied that cameras capture a lot of information.

Commissioner Yee said that he strongly supported the request for \$500,000 in Prop K funds for Citywide Daylighting. He said that he had authored the Board of Supervisors resolution requesting that SFMTA develop a comprehensive daylighting plan and that those funds were the resources needed to make daylighting happen. Regarding curbside pickup zones, he said that the City needs to better understand the zones. He said that they have 10 minute metered green zones and asked why SFMTA could not just create more of them and potentially generate a small amount of revenue as well.

Ms. Napolitan said that there were a number of issues around the functionality of green zones. She said that disabled parking placard abuse was an issue, as vehicles with placards are not held to time limits of those zones. She added that placard holders often park in the zones for more than 15 minutes, meaning the green zones are not readily available for other users. She said another issue in neighborhood commercial districts where parking is metered, is that restrictions end at 6 p.m., even though there is a big need for short term parking in the evening for dinner take-out activities. She said SFMTA has not done follow up data collection on how well these





work in evening and that enforcement was more difficult if the meters are no longer on.

Commissioner Yee asked whether the City had meters that operate later than 6 p.m.

Mr. Willson replied that they do exist, but also are not very common. He said there were few in Mission Bay near Oracle Park and the Embarcadero that operated until 10 p.m., but that the vast majority shut off at 6 p.m.

Commissioner Yee said that his point was that SFMTA could operate more existing meters later into the evening.

Mr. Willson said that SFMTA was in the early stages of talking to merchant groups in areas where businesses are open later. He said that meters should be operating later in some of these areas, but right now the limitation is that they stop at 6 p.m. He said that if green zones were used properly, they would be a good way to address challenges SFMTA sees, but that there was a distinction between parking and loading. He said that the curbside pickup zones require active loading, which was easier to enforce and observe, so there were enforcement benefits to move to a loading model versus a parking model.

Commissioner Mandelman said he was not sure the City had enough information on behaviors at the curbside pickup zones and that the request made sense to him. He said that on Castro and Valencia Street there are different feelings among merchants and different ways that the zones were being used. He said that since they have this new program, it would be a mistake to not gather this data. He thanked SFMTA and said that without being provided additional resources, the agency has been trying to approve shared spaces permits as quickly as possible. He said that SFMTA was not going to be able to analyze the program without additional resources, so funding to look at the program makes sense.

Chair Peskin asked Commissioner Mandelman to clarify whether he was referring to the temporary no parking signs that SFMTA has been approving for curbside pickup zones. Commissioner Mandelman confirmed and said that they were all over the place and that they'd been a godsend for some people and a nightmare for others.

Chair Peskin said that in the early days of the pandemic, the temporary no parking signs made sense. He said that now, as many parking spaces are being occupied by other shared spaces uses, having the temporary no parking signs on metered spaces was making less and less sense. He said SFMTA could do this experiment for free by taking the temporary pickup zone signs down and getting Parking Control Officers out to enforce the existing rules. He said the City would hear feedback from constituents and that SFMTA could implement this next week.

Commissioner Mandelman said he didn't know if they should take all the curbside pickup zone signs down the following week due to what's happening with COVID-19 cases.

Mr. Willson said that there were a lot of businesses depending heavily on curbside pickup that had completely shifted their business models to takeout. He said that the shared spaces program had been extended until June 2021, so it made sense to evaluate the zones now.

Chair Peskin said that he sees fights among merchants every day regarding the zones.



He said he has seen people using these zones to park their personal vehicle in front of their business. He suggested considering turning all meters into 10 minute meters and taking down the shared spaces signs and turning them into real white zones.

Commissioner Fewer asked whether SFMTA had done data collection on the proportion of users of the curbside pickup zones that were individuals versus pickup companies, such as Doordash and Ubereats.

Ms. Napolitan said that they had no data. She said that the proposed project would collect data on who the users were and that she expected it to vary by the business the zone was serving. She said that pickup zones were not just being used by restaurants, but that retail shops, personal services, and coffee shops were also requesting them.

Commissioner Fewer said that if they're finding that a majority of curbside pickup zones are being used by these companies, then it's time they look at generating revenue from the use of those curbsides. She said it was different if individuals were the primary users, but that the companies were gouging restaurants and stores, profiting from this, and it should be a consideration of this body.

During public comment, Roland Lebrun commented on the Visitacion Valley and Portola Community Based Transportation Plan stating that he was concerned about the safety of the connection between Muni light rail station at Sunnydale Avenue and the Bayshore Caltrain station. He said he had used this connection many times, and that when that closed, there was no option but to drive. He said that, on June 17, 2014 there was a \$2 million Prop K allocation related to this location and nothing happened after that. He said that he raised this concern at a community meeting and SFMTA staff said they would explain what happened, but that he hadn't heard anything. He said that if he can't get answers, he would issue a public records request shortly to get to bottom of it.

Cole Rose said that she supported approval of the Citywide Daylighting request. She said that she did not use a car because San Francisco was a good walking city, but it could be a great walking city. She said that Vision Zero was critical and when WalkSF volunteers surveyed locations to see where daylighting had or had not happened yet in the Mission, over half of the locations surveyed had not, even crossings on Harrison Street that were on the High Injury Network had no daylighting. She said there had been a 14% reduction in crashes in the Tenderloin after an earlier effort to add daylighting to intersections and that San Francisco needed this on High Injury Network locations across the city. Regarding the Curbside Pickup Zones request, she said that she didn't use those and that she resented the model, but that double parking was an issue as cyclist, so she supported allocating funding to do the work.

Brian Haagsman said that he strongly supported the Visitacion Valley and Portola Community Based Transportation Plan and Citywide Daylighting requests. He said that he was looking forward to engaging on daylighting. He said that drivers not yielding to pedestrians in crosswalks is a top three reason pedestrians get hit. He said that daylighting was a cheap and effective way to eliminate this. He said that WalkSF had organized volunteers to collect data to see where daylighting had been completed in the Mission and that they found significant street improvements over the last few years, but that more than half of the locations did not have completed daylighting, so he expressed his appreciation for the funding. He said daylighting



needed to be completed across the High Injury Network as soon as possible and he also asked SFMTA to cut down the timeline of the daylighting project shorter than 15 months, and then come back for more funding.

David Pilpel commented that if the allocation request for Curbside Pickup Zones Pilot Evaluation was approved, the Board should add a condition that SFMTA must go through applicable privacy and surveillance ordinance requirements prior to implementing the program, so that concerns are addressed in advance of implementation.

Cat Carter, with San Francisco Transit Riders said that she supported funding to collect data on curb use, as double parking was a safety concern and slows down Muni.

Chair Peskin said that he shared the concern with some CAC members that Transportation Network Companies (TNC) are not participating in funding the Curbside Pickup Zones Pilot Evaluation project in any way. He asked SFMTA staff if they had requested TNC companies to financially participate.

Mr. Willson replied that SFMTA had a lot of conversations with delivery companies and TNC over the past few years as they worked on the Curb Management Strategy and that in strategy there are recommendations to study ways to do curb pricing. He said that the strategy identified the need to start charging people for curb use, including TNCs and delivery. He added that while SFMTA worked on this and sought the Board's assistance with that legislation, there were present real challenges on the street that needed to be addressed.

Chair Peskin asked for clarification on SFMTA not asking the companies to participate financially to fund the current request. Mr. Willson replied that that was correct.

Commissioner Ronen commented that it was not okay that the SFMTA had not asked for financial participation. She said that she would like to sever the Curbside Pickup Zones Pilot Evaluation request from the rest of the item.

Commissioner Ronen motioned to sever the Curbside Pickup Zones Pilot request from the other two requests, seconded by Commissioner Walton.

The motion was approved by the following vote:

Ayes: Fewer, Haney, Mar, Preston, Peskin, Ronen, Safai, Walton and Yee (9)

Nays: Commissioners Mandelman, Stefani (2)

Commissioner Ronen motioned to not approve the Curbside Pickup Zones Pilot request, seconded by Commissioner Mar.

The motion was approved without objection by the following vote:

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

Nays: (0)

Commissioner Ronen motioned to approve the remaining two requests, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mar, Mandelman, Preston, Peskin, Ronen,



Safai, Stefani, Walton and Yee (11)

Nays: (0)

**6. Adopt the Portsmouth Square Community Based Transportation Plan Final Report - ACTION**

Hugh Louch, Deputy Director for Planning, presented the item.

Chair Peskin thanked Transportation Authority staff and particularly, the many stakeholders in the community that have participated in the study. He also thanked the voters of San Francisco for voting for Proposition A, which he added will lead to the re-design of Portsmouth Square Park, which should incorporate the recommendations of the subject study.

There was no public comment

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, Mar, Mandelman, Preston, Peskin, Ronen, Stefani, Walton and Yee (10)

Nays: (0)

Absent: Commissioner Safai (1)

**7. Walk San Francisco's Congestion Pricing Outreach - INFORMATION**

Jodie Medeiros, Executive Director, Walk SF, presented the item.

Chair Peskin asked whether there were any Chinese people or monolingual Chinese participants in Walk SF's outreach. Ms. Medeiros stated that they offered Chinese translation but that no group took them up on that, adding that because of COVID their outreach was cut short.

Chair Peskin asked whether there was any plan to go back to the monolingual Chinese community, and whether any participants of Chinese ethnicity participated. Ms. Medeiros stated that they didn't have any monolingual Chinese speakers that requested translation, but that they have handed over their outreach lists to Transportation Authority staff and are confident that staff will go out and do outreach to these groups. She added that they did collect demographic information from participants and she would share the information with the Board.

Commissioner Walton asked whether the organizations presented were the exhaustive list of groups that were talked to. Ms. Medeiros replied yes, and stated they had 3 groups in Bayview Hunters Point.

Commissioner Walton asked what was the process to add groups because the list was not sufficient. Ms. Medeiros said that Walk SF's outreach was a limited outreach and was conducted before the Transportation Authority's, adding that the Transportation Authority has a more robust list of community groups they are going out to.

Rachel Hiatt, Assistant Deputy Director for Planning, expressed appreciation for Walk SF's initial outreach and stated that the Transportation Authority's Downtown Congestion Pricing Study team has built on it and will return next month to the Board



with an update on outreach conducted for the study. She said that the project team has conducted in-language outreach in Chinese and has heard the same themes as Walk SF did.

Commissioner Walton stated that he wanted to make sure they are getting information that is reflective of how the community feels.

Tilly Chang, Executive Director, added that some of the groups that the project team have met with are Young Community Developers (YCD), A. Phillip Randolph Institute (APRI), Self Help for the Elderly, Chinese Newcomers, Excelsior Works, and many others in the Mission and OMI. She said that staff will continue to seek outreach partners particularly in the SOMA and the Central City SRO Collaborative.

Commissioner Haney asked if there was intentional outreach being done to people who drive. He added that the difference of opinion may be among people who drive and those who don't, and asked whether they've been able to speak with residents who are regular drivers, and people who own or work at small businesses in these neighborhoods. He stated that the concerns have come from people who drive and that we need to understand their experiences, including whether there are certain incentives that would work for them to switch to public transportation.

Ms. Medeiros replied that the question of how people generally get around was asked. She added that most people in SOMA and the Tenderloin responded that they used their two feet or Muni, and most people in Bayview were drivers. She stated that the opinions were generally reflective of how they get around. She reiterated that the responses received were a small sampling versus the amount the Transportation Authority has received through its larger effort.

Ms. Hiatt stated that their informational update next month will provide a comprehensive report on outreach conducted for the Downtown Congestion Pricing Study, but she was able to report that the project team has reached people who rely of all modes of transportation and has asked people for demographic information. She noted that the project team has found that many people are multimodal, choosing different modes depending on their trip. She stated that the project team has conducted targeted outreach to reach drivers including flyer in downtown garages.

Commissioner Haney said that it's important while designing the potential program to also understand why and when people drive that live and work in these areas and to understand how they can address equity. He added that there are people who drive in the Tenderloin and it's important they are able to reach them.

Commissioner Fewer emphasized the need to have monolingual Chinese speakers at the table and said she is glad that the Transportation Authority is doing more outreach. She stated that results were not valid if they did not include the voices of monolingual Chinese speakers.

Ms. Hiatt said that Transportation Authority-led outreach has done many events in the Chinese language, and that staff will report on the outreach more at a future meeting,

Commissioner Ronen asked why the Mission and Portola were not included. Ms. Medeiros replied that they had a very limited scope based on a grant, and that the Transportation Authority is doing a much more robust outreach.



Commissioner Ronen stated that they have had so many tragic deaths recently in both neighborhoods and are grieving from those and she hoped the Transportation Authority can prioritize both neighborhoods.

During public comment, Francisco Da Costa shared his frustrations with the outreach study and stated that the presentation was not enough, adding that the presenters are far removed from the pain and suffering.

David Pilpel stated that he hopes this is only part of the considerable outreach that will be needed on this issue, adding that it should be both in targeted communities and citywide and in language. He stated that one of the points made is that people want to be heard and felt, and the norm should be for all projects that comments get catalogued, responded to, and published so the public can access the information. He stated that this relates to Better Market Street and also applies to this item, so that when people take the time to engage, their comments are heard and responded to and perhaps there is a change in the direction of the policy based on the public involvement.

#### **8. Major Capital Project Update - Better Market Street - INFORMATION**

Cristina Calderón Olea, Project Manager at San Francisco Public Works (SFPW), presented the item.

Alaric Degrafinried, Acting Director of SFPW, added that they were working on a compromise for all users based on the public comments.

During public comment, Brian Wiedenmeier, San Francisco Bicycle Coalition (SFBC) Executive Director, emphasized the importance of public outreach and engagement when drastic changes were made to projects such as Better Market Street. He thanked the staff at SFPW and SFMTA for extending the outreach period to the remainder of the month and for offering a survey so the public could provide feedback on the project design. He recognized the project constraints, including the economic challenges of delivering the project as originally approved and designed. He also recognized the need to start the project to take advantage of the federal funds. He said the SFBC members expressed that the safety of the bikeway design did not meet the standards of a project called "Better Market Street". He said he looked forward to working with city staff to make improvements where possible and to realize a Market Street that the entire city could be proud of and that this was a once in a generation chance to make improvements to Market Street.

A commenter said he was involved in local politics due to this project. He expressed frustration and said that with bicyclists having to share the road with motorists, children, the elderly, and tourists would not bike on Market Street. He said the redesign was upsetting and hoped that the Commission and city would reconsider the design and find a way to separate the bicyclists and motorists. He agreed with Brian Wiedenmeier and said it was a once in a generation opportunity to redesign Market Street into a corridor that everyone is proud of.

David Pilpel said he provided public comment at the project open house and had asked staff to post the comments, questions and responses from this round of outreach. He said given the funding available now, the design changes were reasonable. He hoped that staff would ensure that the new design was in the approved environmental document to avoid future CEQA appeals. Mr. Pilpel said



many of the commenters during the recent virtual open houses were angry, combative, entitled and he encouraged civility during the meetings.

Matt Brezina, an organizer with People Protected, said he has owned a business on Market Street for six years and lived within three blocks of Market Street for ten years and said this project was the first civic effort he was involved in ten years ago. He said he was deeply disturbed by what he now called "Worse Market Street". He said taxis, trucks and private vehicles always drove fast on new pavement. He added that bicyclists would be forced to share a lane with dangerous motorists and pedestrians and bicyclists would have speeding motorists threatening their lives at intersections. He said Market Street was a High Injury Corridor and 5th and Market was the deadliest intersection on the corridor. He said he understood the budget constraint and how hard it was for staff to operate during the COVID-19 pandemic and added that a sidewalk level bikeway was needed for vulnerable users. He said the unaddressed problem was that taxis and illegal vehicles using Market Street as a cut-through, speed and that speed tables would not fix the speeding. He said if a protected bikeway was not installed, turn barriers should be installed every two blocks.

Paul Valdez, a District 9 resident with a daily Market Street commute, said he has shared his thoughts and experiences over the last decade at workshops and meetings. He said he was shocked and disappointed that the sidewalk level bikeway was removed from the project and that it was non-visionary to water down the safety and enjoyability features of the project. He said this new design would not encourage new riders, families and visitors to choose biking as a safe and sustainable way to travel down Market Street. He said he understood the budget constraints and the impact of the COVID-19 pandemic; however, the design was rushed and lacked community outreach. He said he was baffled why sharrows would be introduced as a safety feature on Market Street and that green paint did not protect, did not save lives and that sharing the road could be deadly. He encouraged the design to include safety elements.

Francisco Da Costa said he had provided input to the project and said the safety was important. He commented that there should have been more public outreach. He encouraged the city to stop the project and said that they were wasting funds during a pandemic.

Dave Alexander feared that the watered-down design would be applied to the entire corridor. He wanted to ensure that the project had the best protection for all users. He said the project should include movable barriers to keep unwanted vehicles out of the curb lane. He echoed Matt Brezina's comments about installing right turn only infrastructure every two blocks to keep motorists from speeding down Market Street.

Cole Rose asked why the F-Loop was still vital to the plan when other features were eliminated for the plan. She said the F-Loop arose late in the planning process and it primarily served tourists who wanted to travel between Fisherman's Wharf and the Powell Street cable car.

Jodie Medeiros, Walk San Francisco, thanked the city staff for extending the outreach and sending a survey to help improve engagement. She said she understood the constraints and asked for options for what could be done with the funding constraints. She said Walk San Francisco's biggest concern was that five out of top ten



intersections were along Market Street and that part of the solution was Car-Free Market Street, but they had not seen a plan for reducing private vehicles along the corridor. She added that demonstration projects could happen now.

Commissioner Haney asked how many responses were received from the virtual open house and what the responses have been.

Ms. Olea said they were still collecting comments and that the survey would be posted by tomorrow. She said they received 25 verbal comments through the virtual open house and 50 comments through email between November 4 and November 9. She said the comments and questions would be posted on the project website. Ms. Olea said most of the responses have been from bicyclists, who are mostly disappointed with the design changes and would have liked to see a protected bikeway in the project. There were a few bicyclists in support of the redesign who were comfortable riding in the street. Ms. Olea said that there were a few questions about transit service along the corridor and concern with all transit being in the center lane. She said the models showed that they could accommodate up to a 20 percent increase in transit. From disability advocates and the disabled, they heard support for keeping taxis on Market Street as part of paratransit and support for keeping the full sidewalk width for pedestrians.

Commissioner Haney asked if there were modifications considered as a result of the feedback.

Ms. Olea said they were open to treatments and improvements that did not require them to move the curb line. She said they already implemented a painted buffer and a raised curb to separate vehicle lanes as well as a speed table in the curb lane to reduce speeds and calm traffic. She said they were looking into the speed limit along Market Street and forced right turns for taxis and delivery vehicles. Ms. Olea said they were open to additional suggestions and remarked that she agreed with Jodie Medeiros, that they could implement demonstration and quick build projects now.

Commissioner Haney said there was a fundamental disagreement between project staff and the public about the design and he remained concerned that people who biked regularly on Market strongly disagreed that this design provided adequate safety improvements. He said safety was a goal of the project and hoped that they could continue to work with the public and seek to achieve the goal of safety for bicyclists, pedestrians, and public transit. He asked how the final approval would work for the changes.

Ms. Olea said Commissioner Haney was right in that most bicyclists would like a dedicated bikeway but the challenge was they could not provide dedicated bicycle space without narrowing the sidewalk by at least 10 feet and relocating utilities to remove conflicts from the bikeway. She said they received environmental clearance at the state and federal levels and did not change the project description because they intended to have additional improvements later. She said they were taking parking and traffic legislation to the SFMTA Board and emphasized that they were not delegating any improvements and were not changing environmental documents.

Commissioner Haney sought clarification and asked if they needed additional final approvals.





Ms. Olea said additional approvals were not needed for the first phase of the project and that this was a multiphase project. She said they originally thought they could reconstruct Market Street from building face to building face as part of the first construction contract, but it was determined that it could not be done in one contract as there insufficient funding. She said the first phase would be focused on roadway, maintenance, and state of good repair, and they would need to finish the sidewalk and public realm improvements later.

Britt Tanner, SFMTA, said they would take the speed tables and minor loading zone changes to the SFMTA Board in January 2021.

Commissioner Haney asked for an update after this process was complete.

Ms. Olea said they would present during a regular quarterly update or sooner if requested by the Transportation Authority Chair or staff.

Director Chang noted there was still about \$11 million in sales tax funds for construction of Better Market Street that would need to be approved by the Board for allocation.

**9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 - INFORMATION**

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

There was no public comment.

**Other Items**

**10. Introduction of New Items - INFORMATION**

There were no new items introduced.

**11. Public Comment**

There was no public comment.

**12. Adjournment**

The meeting was adjourned at 12:33 p.m.

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RESOLUTION APPOINTING JERRY LEVINE 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 is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its November 10, 2020 meeting, the Board reviewed and consider all applicants' qualifications and experience and recommended appointing Jerry Levine to serve on the CAC for a period of two years, with final approval to be considered at the November 17, 2020 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints Jerry Levine 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.



## Memorandum

### AGENDA ITEM 5

**DATE:** November 3, 2020  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo - Chief Deputy Director  
**SUBJECT:** 11/10/20 Board Meeting: Appoint One Member to the Citizens Advisory Committee

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There is one open seat on the CAC requiring Board action. The vacancy is a result of the term expiration of Jerry Levine (District 2 representative) who is seeking reappointment. There are currently 33 applicants to consider for the open seat (Attachment 2).</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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### 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:



“...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](http://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 - District 2 (1)

CITIZENS ADVISORY COMMITTEE MEMBERS <sup>1</sup>

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Jerry Levine	M	C	2	Cow Hollow	Business, Disabled, 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
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 20	Oct 22
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Oct 20	Oct 22

\*Applicant has not appeared before the Board

## Attachment 2 (Updated 11.03.20)

CITIZENS ADVISORY COMMITTEE APPLICANTS <sup>1</sup>

	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	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
7	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
9	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
11	Matthew Laroche*	M	C	4	Outer Sunset	NP
12	Jerry Levine	M	C	2	Cow Hollow	Business, Disabled, Neighborhood, Public Policy
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
18	Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood

\*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 11.03.20)

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
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	Adrienne 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





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

<b>Jerry</b>	<b>Levine</b>	<b>Male</b>	<b>Caucasian</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>2</b>	<b>Cow Hollow</b>	<b>REDACTED</b>	<b>REDACTED</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>REDACTED</b>	<b>San Francisco</b>	<b>CA</b>	<b>94115</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
	<b>N/A</b>	<b>REDACTED</b>	<b>REDACTED</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

**Statement of qualifications:**

I worked in various capacities over 3 decades with the City/County of San Francisco on Federal/Regional/Local transportation issues. Prior to my initial appointment to the SFCTA-CAC, I served for 4 years as a member of the MTC Policy Advisory Council. Although I am retired, I continue to be strongly interested in Transportation Policy. I appreciate Supervisor Stefani’s trust in me and her willingness to reappoint me for another term. I believe my background, experience and expertise will continue to lend a voice toward solid transportation policy and planning for San Francisco and the san Francisco Bay Area..

**Statement of objectives:**

At this time, in the age of Covid, it is critical that Public Transit becomes as efficient and attractive as possible if ridership is ever going to improve. This is a golden opportunity for maximum coordination among the 27 Bay Area Transit Agencies to set policy direction and goals and help create a far more user-friendly and seamless Bay Area transit network. To the extent possible, I would like to be involved in the process. Transit rider and personnel safety and security are central to this process. I am also particularly interested in the linkage between affordable housing, disability access, business development, traditional and alternative transportation modes and their impact on the City’s infrastructure. Much has changed in the last year —mobility, affordability and access to public transit must adapt accordingly.

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

<input checked="" type="checkbox"/>	Business
<input checked="" type="checkbox"/>	Disabled
<input type="checkbox"/>	Environment
<input type="checkbox"/>	Labor
<input checked="" type="checkbox"/>	Neighborhood
<input checked="" type="checkbox"/>	Public Policy
<input type="checkbox"/>	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):**

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

Levine Jerry

11/02/2020

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NAME OF APPLICANT

DATE



RESOLUTION ALLOCATING \$545,651 IN PROP K SALES TAX FUNDS, WITH CONDITIONS,  
FOR TWO REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$745,651 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming, TDM/ Parking Management and Transportation/ Land Use Coordination categories of the Prop K Expenditure Plan; and

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

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Citywide Daylighting requires a Traffic Calming 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$745,651 in Prop K funds, with conditions, for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds 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 October 28, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and



WHEREAS, At its November 10, 2020 meeting, the Board was briefed on the subject request and approved the SFMTA's Citywide Daylighting and Visitacion Valley and Portola Community Based Transportation Plan requests, and did not approve the SFMTA's request for \$200,000 in Prop K funds for Curbside Pickup Zones Pilot Evaluation in part due to concerns about whether private delivery companies, which are benefitting from the pickup zones, should be contributing in some manner to this project; now, therefore be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$545,651 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached 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 Expenditure Plan, Strategic Plan and 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 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 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 Allocation Summary - FY 2020/21
5. Prop K Allocation Request Forms (2)

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	38	SFMTA	Citywide Daylighting	\$ 500,000	\$ 500,000	51%	0%	Design, Construction	TBD
<del>Prop K</del>	43	<del>SFMTA</del>	<del>Curbside Pickup Zones Pilot Evaluation</del>	<del>\$ 200,000</del>	<del>\$ 332,854</del>	54%	40%	Planning	Citywide
Prop K	44	SFMTA	Visitacion Valley and Portola Community Based Transportation Plan	\$ 45,651	\$ 398,001	40%	89%	Planning	9, 10
<b>TOTAL</b>				<b>\$ 545,651</b>	<b>\$ 898,001</b>	46%	39%		

## Footnotes

<sup>1</sup> "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.

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Citywide Daylighting	\$ 500,000	Funds requested to improve visibility at intersections by painting red zones at street corners to prevent visual barriers within at least ten feet of an intersection. Daylighting improves sight-lines and makes all modes of traffic easier to see at intersections. This project advances the intent of Board of Supervisors Resolution 0248-19 – Urging Creation of a Systematic Daylighting Plan by implementing daylighting improvements at approximately 500 locations citywide and creating an inventory of remaining intersections in need of daylighting to prioritize for future funding. The SFMTA will select locations on the High Injury Network and based on crash history and proximity to vulnerable populations such as senior centers or schools. SFMTA expects to complete work at all locations by March 2022.
43	SFMTA	<del>Curbside Pickup Zones Pilot Evaluation</del>	<del>\$ 200,000</del>	<del>As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which provides a streamlined way for businesses to request the use of curb space for curbside pickup, outdoor dining or other business activity. SFMTA is requesting funds to evaluate the effectiveness of the curbside pickup zones and to develop policy recommendations and guidelines for siting these zones, including recommendations for improvements to specific zones around the City. This project will help the SFMTA to better understand how to structure this program to promote the safety of all roadway users while reducing delays to Muni and supporting local businesses. The final plan is expected to be complete in July 2021.</del>
44	SFMTA	Visitacion Valley and Portola Community Based Transportation Plan	\$ 45,651	The SFMTA will collaborate with residents and community groups to identify transportation priorities for the Visitacion Valley and Portola neighborhoods. The project will be driven by three phases of outreach and produce recommendations for streetscape, improvements to support transit access and reliability, and a funding/ implementation plan. Prop K funds will leverage \$352,350 in funding from a Caltrans Planning Grant. SFMTA expects to complete the final plan by March 2023.
<b>TOTAL</b>			<b>\$545,651</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Citywide Daylighting	\$ 500,000	<b>Prop K 5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to add the subject project with Prop K funds reprogrammed from the Advancing Equity through Safer Streets FY19/20 placeholder (\$153,580), Safer Taylor Street design phase (\$198,877) (design is complete); and Vision Zero Quick-Build Program Implementation FY20/21 placeholder (\$147,543). See allocation request form for details.
43	SFMTA	<del>Curbside Pickup Zones Pilot Evaluation</del>	<del>\$ 200,000</del>	
44	SFMTA	Visitacion Valley and Portola Community Based Transportation Plan	\$ 45,651	
<b>TOTAL</b>			<b>\$ 545,651</b>	

<sup>1</sup> See Attachment 1 for footnotes.



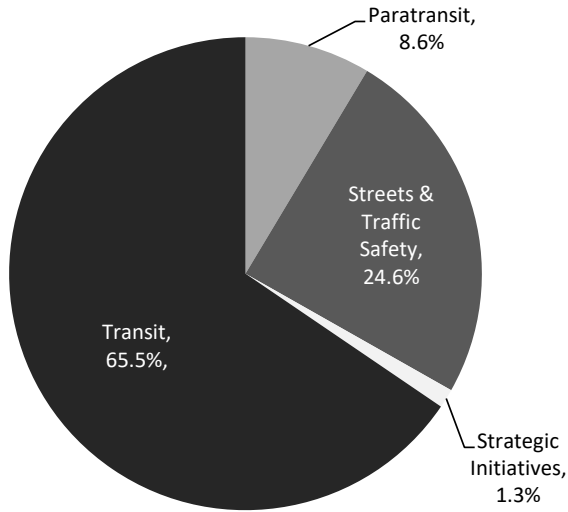
**Attachment 4.  
Prop K Allocation Summary - FY2020/21**

**PROP K SALES TAX**

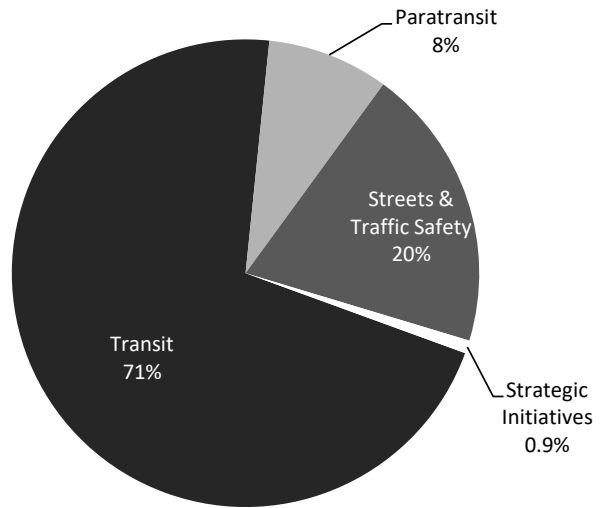
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 31,757,254	\$ 14,196,047	\$ 11,638,071	\$ 4,745,724	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 545,651	\$ 105,217	\$ 375,217	\$ 65,217	\$ -	\$ -	\$ -
New Total Allocations	\$ 32,302,905	\$ 14,301,264	\$ 12,013,288	\$ 4,810,941	\$ 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).

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**

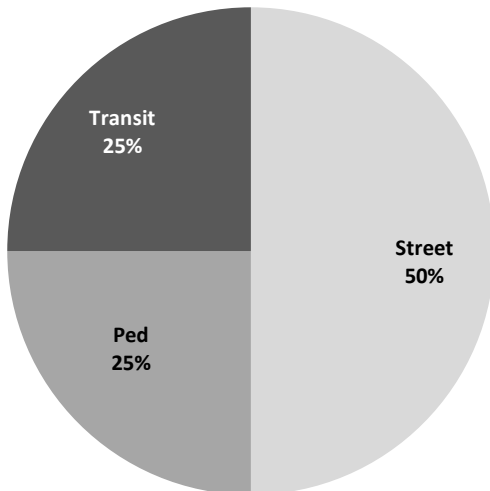


**PROP AA VEHICLE REGISTRATION FEE**

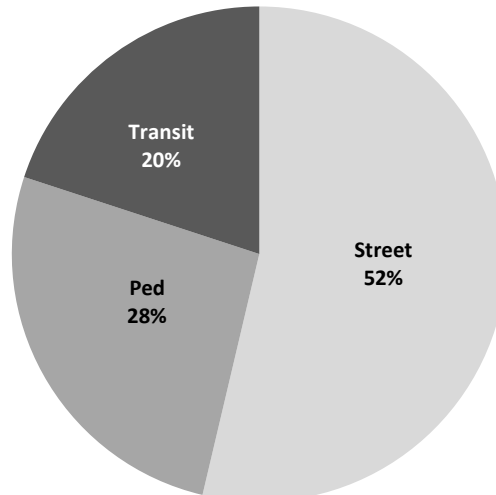
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 4,708,057	\$ 2,354,029	\$ 2,354,029	\$ -	\$ -	\$ -
Current Request(s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,708,057	\$ 2,354,029	\$ 2,354,029	\$ -	\$ -	\$ -

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

**Investment Commitments, per Prop AA Expenditure Plan**



**Prop AA Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Traffic Calming
<b>Current Prop K Request:</b>	\$500,000
<b>Supervisory District(s):</b>	To Be Determined

### REQUEST

#### **Brief Project Description**

In May 2019, the Board of Supervisors adopted a resolution urging the SFMTA to create a Daylighting plan and to systemically implement parking restrictions on the High Injury Network. Daylighting paints red zones at corners to remove visual barriers within a minimum of ten feet of an intersection. It improves sight-lines and makes everyone easier to see at intersections. This project advances this work to implement daylighting at approximately 500 locations citywide and also includes an inventory of remaining intersections to prioritize for future funding.

#### **Detailed Scope, Project Benefits and Community Outreach**

In 2014, San Francisco adopted Vision Zero, a commitment to eliminate all traffic deaths and reduce severe injuries, and to improve the safety and livability of the city's streets. Every year in San Francisco, about 30 people lose their lives and over 500 more are seriously injured while traveling on city streets. The city's High Injury Network (HIN) is comprised of the 13% of city streets that account for 75% of severe and fatal collisions.

In May 2019, the Board of Supervisors adopted a resolution urging the SFMTA to create a Daylighting plan and to systemically implement parking restrictions at intersections along the HIN to improve traffic safety. By removing parking approaching intersections, the visibility among people who walk, bike, and drive is improved. As part of this resolution, the Board of Supervisors requested that 1200 intersections receive daylighting within one year.

This project advances this directive to complete citywide daylighting on the HIN. Daylighting will be completed on a corridor basis across the districts. The Vision Zero Action Strategy establishes that all HIN intersections should have daylighting implemented by 2024. This funding request will complete approximately 500 locations on the HIN with subsequent funding requests to follow. Locations will be selected according to certain criteria: on the HIN, crash history, and located near vulnerable populations such as senior centers or schools. For some neighborhoods, significant daylighting work has already been completed (for instance, neighborhood-wide work in the Tenderloin was completed) and for other neighborhoods significant daylighting work has been or will be completed through existing projects (such as in SoMa). An inventory will also be completed as part of this work to track and monitor completion of daylighting across the HIN. Staff will notify District Supervisors of selected locations for implementing daylighting in their districts.

The scope includes:

#### **Task 1. Complete a daylighting inventory**

For approximately 40 intersections at a time, staff will conduct field work to gather key information necessary for daylighting design. This inventory will be completed on a corridor basis neighborhood-by-neighborhood. Using this batched approach will ensure that the Paint and Meter shops can implement the work orders on a monthly basis. A spreadsheet will be developed which identifies existing conditions (such as the width of each crosswalk and its design, any information about features within 50 feet of intersections such as hydrants or colored curbs, etc.). Some street characteristics can be gathered remotely from meter drawings while others will need to be collected in the field.

## Attachment 5

**Task 2. Develop design proposals and conduct outreach**

For approximately 40 intersections at a time, staff will design proposals for red curb along each approach of the intersection and will indicate the locations of new daylighting red zones on the worksheets and or metered drawings. Meter drawings will be updated as needed. Staff will also design a door hanger notifying businesses along corridors of the upcoming public hearing process for any daylighting proposals. Business outreach will be focused only on locations that are not on the HIN (using door hangers). For any daylighting that affects existing color curb zones, we will work with the fronting businesses to identify new locations.

**Task 3. Public Hearing process**

Staff will draft legislative language for the proposed red curbs and any subsequent colored curb or parking changes for the Public Hearing process. Staff will produce and post public notifications at least 10 calendar days prior to the public hearing (to be posted on utility poles - at least two poles in each location). Any daylighting locations less than 20 feet do not require a public hearing process.

**Task 4. Implement Daylighting**

For batches of approximately 40 intersections at a time, the Paint and Meter shops will implement the proposed daylighting red curb locations as approved.

**Task 5. Inventory Update**

Given that not all intersections will be daylit as part of this request, staff will also work to develop and update an inventory of a citywide daylighting status, including a focus on the HIN. This database will include all HIN intersections and an identification of whether or not daylighting is already implemented. This inventory will assist with tracking and prioritizing daylighting for future iterations of this work.

**Project Location**

Citywide

**Project Phase(s)**

Design Engineering (PS&E), Construction (CON)

**Justification for Multi-phase Request**

Multi-phase allocation is recommended given short duration of design phase and overlapping design and construction phases as work is conducted on multiple corridors. Design work will include the development of red curb locations based on existing conditions; construction work will be conducted subsequently to implement the red curb. This work will be conducted in batches (approximately 40 locations at a time) so that SFMTA staff and shops can continue to implement the work on a monthly basis.

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Justification for Necessary Amendment</b>	
The SFMTA is requesting an amendment to the Traffic Calming 5YPP to add this project with Prop K funds reprogrammed from the Advancing Equity through Safer Streets FY19/20 placeholder (\$153,580), Safer Taylor Street design phase (\$198,877) (design is complete); and Vision Zero Quick-Build Program Implementation FY20/21 placeholder (\$147,543).	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2022

### SCHEDULE DETAILS

This work will be coordinated with major projects to ensure that daylighting is incorporated in any existing corridor projects when possible. This work also reflects the existing commitment from the Board of Supervisors that adopted a resolution in 2019 urging the city to advance systematic, systemwide daylighting on the HIN. When appropriate, staff will develop targeted flyers to share with businesses to ensure clear communication around the intent of this work.

# San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$500,000	\$0	\$0	\$500,000
<b>Phases in Current Request Total:</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$200,000	\$200,000	Based on similar work
Construction (CON)	\$300,000	\$300,000	Based on similar work
Operations (OP)	\$0	\$0	
<b>Total:</b>	<b>\$500,000</b>	<b>\$500,000</b>	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	09/11/2020
<b>Expected Useful Life:</b>	20 Years

**Prop K Citywide Daylighting***SFMTA Labor Budget*

<b>DESIGN PHASE TASK</b>	<b>Total</b>
1. Complete daylighting inventory worksheets, including field work	\$ 27,956
2.1 Develop daylighting proposals	\$ 34,459
2.2 Outreach for proposals	\$ 22,604
2.3 Design review for proposals	\$ 8,496
2.4 Developing work orders	\$ 5,783
2.5 Updating meter drawings	\$ 46,611
3. Draft legislative language	\$ 13,201
4.1 Production and posting of Public Hearing notifications	\$ 7,320
4.2 Removal of Public Hearing notifications	\$ 6,422
5. Inventory	\$ 17,850
6. Admin	\$ 8,153
<b>Subtotal Design</b>	<b>\$198,856</b>

**CONSTRUCTION PHASE***Shops Implementation*

<i>Cost per linear foot</i>	<i>Avg feet</i>	<i>Total</i>
\$13.69	10	\$ 137

Per intersection (x4 curbs)	\$ 548
Approx. 500 intersections	\$ 273,800
Contingency (9.99%)	\$ 27,344
<b>Subtotal Construction</b>	<b>\$301,144</b>

**Total Cost** **\$500,000**

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$500,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$500,000	Total Prop AA Recommended:	\$0

## Attachment 5

SGA Project Number:		Name:	Citywide Daylighting - design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Design Engineering	Fundshare:	100.0

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$60,000	\$120,000	\$20,000	\$0	\$0	\$200,000

**Deliverables**

1. Quarterly progress reports shall include detailed updated information on the locations selected, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
2. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder).

**Special Conditions**

1. The recommended allocation is contingent upon an amendment to the Traffic Calming 5YPP. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.



SGA Project Number:		Name:	Citywide Daylighting - construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2023
Phase:	Construction	Fundshare:	100.0

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$30,000	\$240,000	\$30,000	\$0	\$0	\$300,000

**Deliverables**

1. Quarterly progress reports shall include detailed updated information on locations selected, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.

2. Prior to starting construction activities, provide 2-3 photos of typical before conditions for each batch of intersections. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

**Special Conditions**

1. The recommended allocation is contingent upon an amendment to the Traffic Calming 5YPP. See attached 5YPP amendment for details.

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

# San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Citywide Daylighting
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$500,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

RER

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Ryan E Reeves	Mary Jarjoura
<b>Title:</b>	Transportation Planner II	Principal Administrative Analyst
<b>Phone:</b>	(415) 646-2726	(415) 646-2765
<b>Email:</b>	ryan.reeves@sfmta.com	mary.jarjoura@sfmta.com

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
 Traffic Calming (EP 38)  
 Programming and Allocations to Date  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2019/20	2020/21	2021/22	2022/23	
<b>Carry Forward From 2014 5YPP</b>								
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000				\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000				\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000				\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$520,000				\$520,000
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000				\$379,000
<b>Local/Neighborhood Program</b>								
Any Eligible	NTIP Placemaker	Any	Programmed	\$1,654,400				\$1,654,400
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	PS&E	Allocated		\$300,000			\$300,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital]	PS&E	Allocated	\$295,600				\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON	Allocated	\$600,000				\$600,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	CON	Allocated		\$50,000			\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	Allocated	\$1,253,103				\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	Allocated	\$203,192				\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed		\$837,777			\$837,777
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836			\$141,836
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387			\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed			\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000	\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed					\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	PS&E, CON	Allocated	\$596,420				\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds	PLAN	Allocated	\$50,000				\$50,000
SFMTA	Central Richmond Traffic Safety	Any	Programmed					\$0
SFMTA	Advancing Equity through Safer Streets	Any	Programmed		\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed			\$750,000		\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed				\$750,000	\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000
SFMTA	Speed Radar Sign Installation	Any	Programmed	\$1,180				\$1,180

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
 Traffic Calming (EP 38)  
 Programming and Allocations to Date  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation	Any	Programmed		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed			\$180,000			\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Programmed			\$100,000			\$100,000
<b>Schools Program</b>									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed		\$1,000,000				\$1,000,000

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
 Traffic Calming (EP 38)  
 Programming and Allocations to Date  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Schools Engineering Program	Any	Programmed			\$1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed				\$1,000,000		\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed					\$1,000,000	\$1,000,000
<b>Corridor Improvements</b>									
SFMTA	6th Street Safety Improvements	CON	Allocated		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation	PS&E, CON	Programmed		\$352,457				\$352,457
SFMTA	Slow Streets Program	CON	Allocated		\$750,000				\$750,000
SFMTA	Citywide Daylighting	PS&E, CON	Pending		\$500,000				\$500,000
SFMTA	Vision Zero Quick-Build Program Implementation	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
SFMTA	Ocean Avenue Safety Improvements	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E	Allocated		\$110,000				\$110,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E	Allocated		\$70,000				\$70,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed	\$85,000					\$85,000
SFMTA	Plan Near Term Implementation	CON	Programmed		\$2,080,000				\$2,080,000
SFMTA	Excelsior Neighborhood Traffic Calming	PS&E	Programmed	\$660,000					\$660,000
SFMTA	Slot Skyline Intersection Improvements	CON	Pending (Prior)		\$1,183,813				\$1,183,813
SFMTA	Upper Market Street Safety Improvements [NTIP Capital]	PS&E	Programmed	\$0					\$0
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street	CON	Programmed		\$0				\$0
<b>Total Programmed in 2019 5YPP</b>				\$16,426,873	\$12,526,270	\$6,760,000	\$3,130,000	\$3,130,000	\$41,973,143
<b>Total Allocated and Pending</b>				\$12,197,293	\$7,326,036	\$0	\$0	\$0	\$19,523,329
<b>Total Unallocated</b>				\$4,229,580	\$5,200,234	\$6,760,000	\$3,130,000	\$3,130,000	\$22,449,814
<b>Total Programmed in 2019 Strategic Plan</b>				\$20,933,450	\$7,662,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,615,949
<b>Deobligated Funds</b>				\$357,194	\$0	\$0	\$0	\$0	\$357,194
<b>Cumulative Remaining Programming Capacity</b>				\$4,863,771	\$0	\$0	\$0	\$0	\$0
Pending Allocation/ Appropriation									
Board Approved Allocation/ Appropriation									

FOOTNOTES:



**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Programming and Allocations to Date**  
 Pending November 17, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

<sup>13</sup> 5YPP amendment to fund Citywide Daylighting (Resolution 21-XX, 11/17/2020).  
 Advancing Equity through Safer Streets: Reduced from \$153,580 to \$0 in FY2019/20.  
 Safer Taylor Street: Reduced from \$198,877 to \$0 in FY2019/20.  
 Vision Zero Quick-Build Program Implementation: Reduced from \$500,000 to \$352,457 in FY2020/21.  
 Citywide Daylighting: Added project with \$500,000 in FY2020/21 design and construction funds.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
 Traffic Calming (EP 38)  
 Cash Flow (Maximum Annual Reimbursement)  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Carry Forward From 2014 5YPP</b>							
John Yehall Chin Safe Routes to School	CON	\$327,000	\$109,000				\$436,000
Ocean Avenue Safety Improvements	PLAN/CER	\$160,000	\$50,000				\$210,000
Ocean Avenue Safety Improvements	PLAN/CER	\$30,000					\$30,000
Excelsior Neighborhood Traffic Calming	PS&E	\$260,000	\$260,000				\$520,000
Sloat Skyline Intersection Improvements	PA&ED	\$379,000					\$379,000
<b>Local/Neighborhood Program</b>							
NTIP Placeholder	Any	\$854,000	\$800,400				\$1,654,400
Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	PS&E		\$300,000				\$300,000
District 3 Pedestrian Safety Improvements [NTIP Capital]	PS&E		\$295,600				\$295,600
District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON	\$271,000	\$329,000				\$600,000
District 11 Traffic Calming [NTIP Capital]	PLAN, PS&E, CON		\$50,000				\$50,000
Application-Based Traffic Calming Program - FY18/19 Cycle Implementation	PS&E, CON	\$108,845	\$915,406	\$228,852			\$1,253,103
Application-Based Traffic Calming Program - FY19/20 Cycle Planning	PLAN/CER	\$152,394	\$50,798				\$203,192
Application-Based Local Streets Traffic Calming Program	Any		\$0	\$837,777			\$837,777
Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E		\$141,836				\$141,836
Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN		\$220,387				\$220,387
Application-Based Local Streets Traffic Calming Program	Any			\$250,000	\$950,000		\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any				\$250,000	\$950,000	\$1,200,000
Application-Based Local Streets Traffic Calming Program	Any					\$250,000	\$250,000
Application-Based Local Streets Traffic Calming Program	PS&E, CON	\$225,000	\$371,420				\$596,420
Central Richmond Traffic Safety	PLAN	\$50,000					\$50,000
Bayview Community Based Transportation Plan - Additional Funds	Any	\$0	\$0				\$0
Advancing Equity through Safer Streets	Any		\$225,000	\$525,000			\$750,000
Advancing Equity through Safer Streets	Any			\$225,000	\$525,000		\$750,000
Advancing Equity through Safer Streets	Any			\$225,000	\$525,000		\$750,000
Advancing Equity through Safer Streets	Any			\$225,000	\$525,000	\$525,000	\$750,000
Advancing Equity through Safer Streets	Any				\$225,000	\$525,000	\$750,000
Speed Radar Sign Installation	Any	\$1,180					\$1,180



**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25		
Speed Radar Sign Installation	PLAN	\$30,820							\$30,820
Speed Radar Sign Installation	CON		\$148,000						\$148,000
Speed Radar Sign Installation	Any		\$180,000						\$180,000
Speed Radar Sign Installation	Any			\$180,000					\$180,000
Speed Radar Sign Installation	Any				\$180,000				\$180,000
Speed Radar Sign Installation	Any					\$180,000			\$180,000
Safe Streets Evaluation	PLAN/ CER	\$50,000	\$50,000						\$100,000
Safe Streets Evaluation	PLAN/ CER			\$50,000	\$50,000				\$100,000
<hr/>									
Schools Engineering Program FY 20	PLAN, PS&E, CON	\$123,475	\$426,525	\$450,000					\$1,000,000
Schools Engineering Program	Any		\$500,000	\$500,000					\$1,000,000

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Traffic Calming (EP 38)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending November 17, 2020 Board

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Schools Engineering Program	Any			\$500,000	\$500,000		\$1,000,000
Schools Engineering Program	Any				\$500,000	\$500,000	\$1,000,000
Schools Engineering Program	Any					\$500,000	\$1,000,000
<hr/>							
6th Street Safety Improvements 2, 10	CON		\$500,000	\$2,207,499	\$1,292,501		\$4,000,000
Vision Zero Quick-Build Program Implementation	PS&E, CON	\$2,613,100	\$2,613,100				\$5,226,200
Vision Zero Quick-Build Program Implementation	PS&E, CON		\$227,457	\$125,000			\$352,457
Slow Streets Program	CON		\$250,000	\$500,000			\$750,000
Citywide Daylighting	PS&E, CON		\$90,000	\$360,000	\$50,000		\$500,000
Vision Zero Quick-Build Program Implementation	PS&E, CON			\$625,000	\$625,000		\$1,250,000
Ocean Avenue Safety Improvements	PS&E		\$315,000	\$200,000	\$385,000		\$900,000
Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E		\$30,000	\$80,000			\$110,000
Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E		\$70,000				\$70,000
Bayview Community Based Transportation Plan Implementation	CON			\$231,498	\$1,183,001	\$865,501	\$2,280,000
Bayview Community Based Transportation Plan Near Term Implementation	CON	\$45,000	\$40,000				\$85,000
Excelsior Neighborhood Traffic Calming	CON			\$500,000	\$1,580,000		\$2,080,000
Sloat Skyline Intersection Improvements	PS&E	\$132,000	\$528,000				\$660,000
Upper Market Street Safety Improvements [N/TIP Capital]	CON			\$160,415	\$1,023,398		\$1,183,813
Safer Taylor Street	PS&E	\$0	\$0				\$0
Safer Taylor Street	PS&E	\$1,740,764	\$307,194				\$2,047,958
Safer Taylor Street	CON		\$0	\$0			\$0
<hr/>							
<b>Cash Flow Programmed in 2019 5YPP</b>		\$7,553,578	\$10,394,123	\$8,736,041	\$9,318,900	\$3,995,501	\$41,973,143
<b>Total Cash Flow Allocated and Pending</b>		\$5,852,398	\$7,318,266	\$3,986,766	\$2,365,899	\$0	\$19,523,329
<b>Total Cash Flow Unallocated</b>		\$1,701,180	\$3,075,857	\$4,749,275	\$6,953,001	\$3,995,501	\$22,449,814
<hr/>							
<b>Total Cash Flow in 2019 Strategic Plan</b>		\$8,626,100	\$10,217,350	\$7,533,997	\$9,268,001	\$3,995,501	\$41,615,949
<b>Deobligated Funds</b>		\$357,194	\$0	\$0	\$0	\$0	\$357,194
<b>Cumulative Remaining Cash Flow Capacity</b>		\$1,429,716	\$1,252,943	\$50,899	\$0	\$0	\$0
<hr/>							
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation/Land Use Coordination
<b>Current Prop K Request:</b>	\$45,651
<b>Supervisory District(s):</b>	Districts 9, 10

### REQUEST

#### Brief Project Description

The Visitacion Valley and Portola Community Based Transportation Plan is a two-year community-driven planning effort in partnership with the SFMTA. The SFMTA will collaborate with residents and community groups to identify transportation priorities that reflect community values and support growing and resilient Visitacion Valley and Portola neighborhoods. The project will be driven by three phases of outreach and include recommendations for streetscape, improvements to support transit reliability and access, and funding/implementation plan. Requested funds will provide the local match to a Caltrans Planning Grant.

#### Detailed Scope, Project Benefits and Community Outreach

See attachments.

#### Project Location

Visitacion Valley, Portola

#### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$150,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2023

### SCHEDULE DETAILS

There are currently no specific dates set yet for community outreach. The project team will coordinate with ongoing and planned projects in Visitacion Valley, including but not limited to paving projects, Vision Zero, Visitacion Valley Community Access Study, Muni Forward, and Muni Service Equity Strategy. As staff reaches out to respective project teams for coordination, we will set clear milestone dates.

The Caltrans grant expires in 2024. For a detailed schedule, see the attached timeline document.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$45,651	\$0	\$45,651
CALTRANS PLANNING GRANT	\$0	\$0	\$352,350	\$352,350
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$45,651</b>	<b>\$352,350</b>	<b>\$398,001</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$398,001	\$45,651	Estimated cost based on similar efforts
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations (OP)	\$0	\$0	
<b>Total:</b>	<b>\$398,001</b>	<b>\$45,651</b>	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

### Project Timeline

Task #	Grantee:	San Francisco Municipal Transportation Agency				Visitation Valley Community Based Transportation Plan																					
		Fund Source				Fiscal Year 2020/21			FY 2021/22			FY 2022/23															
	Responsible Party	Total Cost	Grant Amount	Local Cash Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	
1	<b>Project Initiation</b>																										
1.1	Project Kick-Off Meetings	\$2,000	\$1,771	\$229																							
1.2	Project Charter	\$2,000	\$1,771	\$229																							
1.3	Community Based Organization Contract	\$3,500	\$3,099	\$401																							
1.4	Public Outreach Plan	\$5,500	\$4,869	\$631																							
2	<b>Existing Conditions Documentation</b>																										
2.1	Review Past and Existing Planning Efforts	\$30,000	\$26,559	\$3,441																							
2.2	Key Stakeholder Interviews - Goals and Priorities	\$18,000	\$15,935	\$2,065																							
2.3	Demographics Analysis	\$15,000	\$13,280	\$1,721																							
2.4	Street Conditions	\$12,000	\$10,624	\$1,376																							
2.5	Develop Project Goals and Objectives	\$10,000	\$8,853	\$1,147																							
3	<b>Public Outreach</b>																										
	Phase 1 Community Engagement - Transportation Values & Improvement Opportunities	\$65,000	\$57,545	\$7,456																							
3.1	Phase 2 Community Engagement - Transportation Improvement Development	\$65,000	\$57,545	\$7,456																							
3.2	Phase 3 Community Engagement - Proposal Evaluation & Project Closeout	\$30,000	\$26,559	\$3,441																							

**Deliverables**

Kickoff meetings & meeting notes

Project charter

CBO contract

Public outreach plan

Community opportunities and issues summary

Four (4) completed interviews with notes

Demographics summary and maps

Existing and planned transportation asset maps

Project goals and priorities

Summary of community toolkit preferences and needs

Proposed transportation improvements and priority locations

Summary of final proposed improvement priority packages

Task #	Responsible Party	Total Cost	Grant Amount	Local Cash Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	Deliverables
4	<b>Streetscape, Transit, Funding and Implementation Plans</b>																										
4.1	SFMTA	\$15,000	\$13,280	\$1,721																						Streetscape Plan	
4.2	SFMTA	\$15,000	\$13,280	\$1,721																						Transit Action Plan	
4.3	SFMTA	\$20,000	\$17,706	\$2,294																						Cost estimates, funding sources, phased implementation scenarios	
5	<b>Draft and Final Plan Document</b>																										
																										Draft Plan including recommendations report with project recommendations	
5.1	SFMTA	\$50,000	\$44,265	\$5,735																						SFMTA Board Meeting notes	
5.2	SFMTA	\$10,000	\$8,853	\$1,147																						Final Plan document, including revisions to draft based on feedback, and implementation plan	
5.3	SFMTA	\$15,000	\$13,280	\$1,721																						Administrative record of project	
6	<b>Administration</b>																										
6.1	SFMTA, City Attorney's Office	\$3,750	\$3,320	\$430																						Meeting notes and action items for bi-weekly team meetings	
6.2	SFMTA	\$3,750	\$3,320	\$430																						Invoice packages	
6.3	SFMTA	\$3,750	\$3,320	\$430																						Quarterly reports	
6.4	SFMTA	\$3,750	\$3,320	\$430																							
<b>TOTALS</b>		\$398,000	\$352,349	\$45,651																							

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. **Note:** Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-

### Visitacion Valley and Portola CBTP Budget

Task	Staff	Hours	Rate (Fully Burdened)	Total
<b>1: Project Initiation</b>				
	Transportation Planner 1	25	\$ 114.85	\$ 2,871.25
	Community-Based Organization/Consultant	4	\$ 136.88	\$ 547.52
	Transportation Planner 3	50	\$ 160.08	\$ 8,004.00
<b>2: Needs and Opportunity Assessment</b>				
	TP1	250	\$ 114.85	\$ 28,712.50
	CBO/Consultant	32	\$ 136.88	\$ 4,380.16
	TP3	215	\$ 160.08	\$ 34,417.20
<b>3: Public Participation</b>				
	TP1	400	\$ 114.85	\$ 45,940.00
	CBO/Consultant	300	\$ 136.88	\$ 41,064.00
	TP3	500	\$ 160.08	\$ 80,040.00
<b>4: Develop Recommendations</b>				
	TP1	325	\$ 114.85	\$ 37,326.25
	CBO/Consultant	32	\$ 136.88	\$ 4,380.16
	TP3	425	\$ 160.08	\$ 68,034.00
<b>5: Project Management</b>				
	TP1	10	\$ 114.85	\$ 1,148.50
	CBO/Consultant	0	\$ 136.88	\$ -
	TP3	35	\$ 160.08	\$ 5,602.80
Subtotal	TP1	1,010		\$ 115,998.50
	TP3	1,225		\$ 196,098.00
	CBO/Consultant	368		\$ 50,371.84
<b>Subtotal:</b>		2,603		\$362,468.34
<b>Contingency:</b>		10%		\$36,246.83
<b>Total:</b>				<b>\$398,715.17</b>



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$45,651	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$45,651	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Visitacion Valley and Portola Community Based Transportation Plan
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	11.47

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-144	\$15,217	\$15,217	\$15,217	\$0	\$0	\$45,651

#### Deliverables

- Quarterly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Quarterly reports that SFMTA prepares for Caltrans will be accepted, as long as they address the information noted.
- Upon completion of plan, project team shall provide a final report, including photos of existing conditions, community outreach findings, technical analysis results, and plan recommendations.

#### Special Conditions

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

#### Notes

- Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	88.53%	No Prop AA
Actual Leveraging - This Project	88.53%	No Prop AA

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Visitacion Valley and Portola Community Based Transportation Plan
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$45,651
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

MJ

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Tracey Lin	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2596	(415) 646-2520
<b>Email:</b>	tracey.lin@sfmta.com	joel.goldberg@sfmta.com

## Scope of Work

**Grantee:** San Francisco Municipal Transportation Agency

**Project Title:** Visitacion Valley Community Based Transportation Plan

Using innovative and effective techniques, the project team aims to improve public transportation while leveraging data collected from previous efforts to minimize redundancies.

### Introduction

The Visitacion Valley Community Based Transportation Plan is a community-fueled planning and engagement effort led by the SFMTA with District 10 Supervisor Walton and strong local stakeholder partnerships. It creates a transportation vision for the neighborhood by leveraging previous planning studies to understand the community's ongoing and evolving needs. The project includes Visitacion Valley and portions of the Portola District in southeastern San Francisco, adjacent to the Bayview to the east, the Portola District to the north, John McLaren Park to the west, and Daly City to the south. The project needs assessment starts in 2020 followed by a robust one year outreach process. The report development is followed by plan adoption in 2023.

The Visitacion Valley Community Based Transportation Plan seeks to improve physical mobility in a historically underserved and isolated portion of San Francisco by addressing the needs of existing residents and businesses. Within the study area, residents are disproportionately low-income, people of color, and immigrant compared to the city of San Francisco as a whole. While San Francisco is a diverse city, with 59% residents of color, within the study area, 92% of residents identify as people of color according to the 2013-17 American Community Survey. In particular, the study area contains high concentrations of Hispanic or Latino and Asian/Pacific Islander residents compared to the city as a whole, with 24.1% of residents identifying as Hispanic and/or Latino, compared to 15.3% of all San Francisco residents, and 53.9% identifying as Asian or Pacific Islander compared to 33.9% of all San Francisco residents. In addition, study area residents are more likely to live in or near poverty, with 14.2% of households below the poverty level and 32.3% below 200% of the poverty level, compared to 12.3% below poverty and 25% below 200% of the poverty level among all San Francisco residents. Study area residents are also younger than San Francisco as a whole, with 17.5% of residents under 18 compared to 13.1% of all San Francisco residents. Finally, within the study area, more residents have limited English proficiency than all San Francisco residents, at 20.5% and 12.1%, respectively. Because of these factors, portions of the study area have been designated as Communities of Concern by MTC, indicating that the population may be vulnerable to the impacts of future development. Developing a transportation plan through strong collaboration, outreach, and public participation to ensure that the community's concerns and preferences are adequately addressed.

Currently, Visitacion Valley is served by the terminus of a light-rail line and two bus routes providing frequent service of 10-minute headways, and the Bayshore Caltrain station provides residents with a connection to regional transit. While the neighborhood has access to a variety of transit services, residents are less likely than other San Francisco residents to use transit due to perceived and actual unreliability of transit service. This unreliability is exemplified by the Caltrain station, which is served only by local service and a handful of Limited trains, with no service by Caltrain's fastest Baby Bullet service, and the neighborhood's lack of direct access to BART, the other major regional transit service. Similarly, the T-Third light rail line receives frequent criticism for trains which are turned back to downtown before reaching the neighboring Bayview district and the Visitacion Valley terminus. In a relatively isolated area of San Francisco, located at the far ends of transit lines, the study area is subject to high levels of unreliability in transit such as overcrowding, gaps in service, and poor connections to parts of San Francisco other than the downtown core. This project will identify ways to improve connections to local and regional transit.

In addition, the neighborhood has inadequate bicycle and pedestrian facilities and a number of overlapping freeways and major, car-centric arterials. While 12.2 miles of streets within the project area are designated bicycle routes within the city's bicycle network, just 2.2 miles of these are provide a fully separated or protected bikeway. Pedestrians also tend to feel unsafe in the neighborhood, with missing crosswalks and narrow and poorly maintained sidewalks adjacent to high-speed arterial corridors. Pedestrians' and bicyclists' safety concerns are borne out by the 3.2 miles of the project area's streets which are part of San Francisco's Vision Zero network, the 12% of city streets where 70% of traffic deaths occur.

As a result of poor infrastructure and inadequate transit services, the area has historically been auto-oriented, with 43% of the project area's workers driving to work alone, compared to 34% among San Francisco residents citywide. These statistics demonstrate in part the lack of viable transportation alternatives in this community due to underinvestment in the local transportation network. It is critical to address this underinvestment now, as Visitacion Valley will be affected by significant development: more than 4,000 new residential units are currently in the development pipeline with plans filed, building permits issued, or construction initiated. Additional population influx will strain Visitacion Valley's transportation network if new residents continue to require personal vehicles. This project will create a strong vision for Visitacion Valley which accommodates existing and future residents' transportation needs by making it easier for people to take care of daily needs by establishing a plan that will translate into investment.

### **Responsible Parties**

SFMTA will perform this work in coordination with a contracted Community Based Organization (CBO) and an outreach consultant, both yet to be chosen. The SFMTA will partner on this effort closely with the District 10 Supervisor's office. SFMTA will coordinate with the District 10 Supervisor's office to identify a CBO with an established community presence, expertise in this neighborhood, and demonstrated effective public engagement. The CBO will serve this specific community and act as a conduit between the SFMTA and neighborhood residents to provide valuable input about effective, culturally competent and language appropriate communication with the communities that they serve.

## **Overall Project Objectives**

### **1. Project Initiation**

Task 1, Project Initiation, will kick off the project, develop a full project charter to identify and oversee project team roles and responsibilities, develop a public outreach plan, and procure a community organization contract. The outcomes of this task will ensure that the project has a solid foundation and understanding of the scope of work, and the available resources to perform the work. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 1.1: Project Kick-Off Meetings**

SFMTA will hold a kick-off meeting with Caltrans to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

The SFMTA will begin all project related efforts in coordination with partners, including the District 10 Supervisor's Office and the lead Community Based Organization at an additional meeting. Attendees will review a draft Project Charter including: project deliverables, roles and responsibilities of each team member, and a draft project schedule for comment. These topics will be finalized in Task 1.2: Project Charter. This will be an opportunity to introduce all project team members, discuss and confirm shared project commitment, and align expectations and schedules for a considerable effort. Caltrans staff will be an optional attendee and the meeting summary will be documented.

**Responsible Party: SFMTA**

#### **Task 1.2: Project Charter**

A draft Project Charter will be developed prior to Task 1.1, Project Kick-Off Meetings. Partner agency roles and responsibilities, contribution of time and effort, agency leads, methods for reviewing and agreeing to deliverables, and expectations of the team members and their directors will all be discussed. After discussion and review at Project Kick-Off meetings, the SFMTA will finalize the Project Charter including the Project Scope of Work, the Responsibility Assignment Matrix for all project team members and deliverables (responsible, accountable, consult, inform (RACI)), the roles and responsibilities and a finalized schedule. Caltrans staff will additionally be invited to provide feedback about the Project Charter.

**Responsible Party: SFMTA**

### **Task 1.3: Establish Technical Advisory Committee (TAC)**

The SFMTA will convene a Technical Advisory Committee composed of designated staff assembled in coordination with partner agencies and will meet according to terms established in the Project Charter. TAC membership will emphasize and prioritize key partner agencies essential for the successful design and delivery of transportation projects, including: SFMTA Transit, Caltrans, SF Department of Public Works, SF Fire Department, SF Police Department, and others. The TAC will meet quarterly or by project milestone, as specified in the Project Charter.

**Responsible Party: SFMTA**

### **Task 1.4: Community Based Organization Contract**

The project team will finalize a Community Based Organization (CBO) scope of work. The SFMTA intends to contract with a CBO from the Visitacion Valley community for outreach as a sub-consultant to an existing outreach on-call contract; SFMTA will work with the District 10 Supervisors office to identify the CBO. The contract will be completed in full accordance with City and County of San Francisco contracting rules in addition to any Caltrans contracting compliance requirements. The goal of the contract will be to provide strategic support for public outreach activities. The function of the outreach consultant will be to provide support for outreach logistics and planning, while the sub-consultant CBO will provide strategic outreach guidance, help build relationships with the community, and provide additional outreach support. The work will be a subset of tasks outlined in the finalized Project Charter scope of work (Task 1.2).

**Responsible Party: SFMTA**

### **Task 1.5: Public Outreach Plan**

This task ensures that there is agreement between the SFMTA and Caltrans of the level of public outreach and the techniques to receive that input. This will align expectations among agencies and stakeholders at the beginning of the project. The public outreach plan will be developed in collaboration with the CBO and outreach consultant contracted in Task 1.3 in order to leverage the strengths of each participant in the plan. It is anticipated that the plan will rely on existing stakeholder groups and a diversity of engagement strategies like door-to-door and mailers for outreach. The public outreach plan will:

- Finalize scope and timeline
- Identify key stakeholders and project champions
- Identify level of public outreach (inform, consult, involve, collaborate, empower) for all stakeholders, potential participants, and phases of outreach
- Identify appropriate public outreach techniques
- Build upon findings from previous and ongoing planning and outreach efforts (Task 2.1) to inform public outreach objectives

This task will result in an outreach plan document outlining the level of engagement for each phase of outreach to receive the right level of public input in that phase. It will build upon past project level planning and outreach to minimize outreach fatigue by minimizing redundancies. Up to two rounds of review will be included for

this document. This will directly inform all subsequent tasks related to public participation.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

<b>Task #</b>	<b>Deliverable</b>
1.1	Kickoff meeting & meeting notes
1.2	Project charter
1.3	Initial TAC meeting & meeting notes
1.4	CBO contract
1.5	Public outreach plan

## **2. Existing Conditions Documentation**

Task 2, Existing Conditions Documentation, will lay the groundwork for a successful planning effort in future tasks by reviewing and learning from past planning efforts and studies, establishing relationships with key community stakeholders, and collecting data about the community and built environment which will inform outreach and planning. The task will culminate by establishing project goals and objectives based on the findings from the task. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

### **Task 2.1: Review Past and Existing Planning Efforts**

The SFMTA will review past and current analysis and outreach regarding neighborhood transportation conditions, needs, and opportunities to improve from efforts including but not limited to the 2018 SFCTA District 10 Mobility Study, the Bayshore Multimodal Facility Phase 2 Study, the Muni Service Equity Strategy, Muni Forward, the Bi-County Transportation Study, and planned street improvements associated with forthcoming major developments. The findings from the Muni Service Equity Strategy, in particular, will help identify key issues and stakeholders to inform Task 3. The SFMTA will consult with other City agencies and departments to leverage outreach feedback. This task serves as the foundation for understanding the outcomes and status of previous planning efforts, allowing the CBTP to identify deficiencies and build upon previous engagement.

**Responsible Party: SFMTA**

### **Task 2.2: Key Stakeholder Interviews – Goals and Priorities**

In collaboration with the partner Community Based Organization (CBO), SFMTA will meet with key stakeholders to understand the current transportation barriers and priorities. These interviews will lay the groundwork for a positive public outreach plan, begin to develop a shared understanding of the transportation needs as they fit into the larger social needs of the community, capture potential distrust and develop a common understanding of transit concerns, and reduce redundant, duplicative or potentially insensitive efforts. Interviewees will be identified in collaboration with the District 10 Supervisor's office, the CBO, and contacts identified in Task 2.1. Stakeholder interviews will inform and be informed by Tasks 2.3-2.4.

**Responsible Party: SFMTA, Consultant/CBO****Task 2.3: Demographics Analysis**

Visitacion Valley is an under-resourced community and designated MTC Community of Concern. This Task will provide the framework for understanding the unique characteristic of this neighborhood and developing measurable plan objectives in Task 2.5 that are specific to vulnerable populations. The SFMTA will complete a demographics analysis that utilizes U.S. Census data to compare the characteristics of the study area to San Francisco, including but not limited to population by race, gender, age, household income, poverty level, automobile ownership, and mode share. This information will be used to support findings generated in Task 2.1.

**Responsible Party: SFMTA****Task 2.4: Street Conditions**

A completed documentation of existing multimodal conditions, including existing bicycle, pedestrian, transit, and vehicle conditions along with planned improvements identified in Task 2.1 will provide the basis for identifying gaps in Task 3. Existing intersection count and transit ridership data will also be collected. The San Francisco High Injury Corridor network and most recent 5-year collision history will be evaluated to identify safety hot spot locations.

**Responsible Party: SFMTA****Task 2.5: Develop Project Goals and Objectives**

A final outcome of Task 2 will be developing the goals and objectives of this study in collaboration with key stakeholders. The findings from Tasks 2.1-2.4 will assist the SFMTA to determine study goals by defining critical community issues and assets to frame the key priorities for this study. A set of clear and measurable project goals enables strategic development of Task 3 outreach.

**Responsible Party: SFMTA, Consultant/CBO**

<b>Task #</b>	<b>Deliverable</b>
2.1	Community opportunities and issues summary
2.2	Completed Interviews with Notes
2.3	Demographics summary and maps
2.4	Existing and planned transportation asset maps
2.5	Project goals and priorities

**3. Public Outreach**

As planned in Task 1.5, a robust public outreach process will effectively engage the diverse constituency of Visitacion Valley, incorporating community feedback at multiple stages of the planning and conceptual design process. Using context sensitive and effective techniques, the project team aims to improve public communication while leveraging data collected from previous efforts to minimize redundancies. Outreach materials will be translated into other languages unique for the project area and interpreters present at events as appropriate to ensure materials are accessible for all members of the community. The key outcome of Task 3 is the synthesis of community



input received by different SFMTA departments and City agencies while reengaging with the community in a positive and focused way with an emphasis on providing equitable outreach to an underserved community within San Francisco. Each task includes an allocation of time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

### **Task 3.1: Phase 1 Community Engagement – Transportation Values & Improvement Opportunities**

In partnership with the CBO, the SFMTA will facilitate three meetings in Phase I Community Outreach which will build upon the existing conditions analysis and community transportation goals identified in Task 2. The meeting goals, framework, and materials will be developed in collaboration with the community through the CBO to ensure partners are engaged at a foundational level. Given the state of COVID-19, the project team will be flexible and account for safe and official public health requirements; this could include virtual or outside meetings and online surveys. If we are only able to utilize virtual engagement, additional efforts will be made to engage harder to reach community members. At each of the 3 meeting phases, we will lead exercises developed to validate and refine the community transportation goals and priorities identified in Task 2 and better understand how community members use transit within the neighborhood. Through the interactive exercises, we will engage our partners in the community in a collaborative way. Interactive surveys and activities will let community members review and refine the conditions, needs, and opportunities identified in Task 2.1 and the goals and priorities developed and refined throughout Task 2.

If the project team meets in person, we will leverage existing community gatherings during convenient times for stakeholders to effectively discuss project goals with the neighborhood. Presentations will focus on gathering feedback on neighborhood priorities and explaining the planning process. Examples of types of community events may include gatherings at schools, senior centers, faith-based organizations, community support centers, and parks and playgrounds.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

### **Task 3.2: Phase 2 Community Engagement - Transportation Improvement Development**

Task 3.2, the second phase of community input, will build on the goals and priorities validated and refined in Task 3.1 to identify and recommend specific transportation enhancements to address challenges at specific locations. In preparation for the task, the SFMTA will consult with SFMTA Sustainable Streets implementation staff about feedback received in Task 3.1 and review identified complete streets transportation improvements from Task 2.

During Task 3.2, three outreach meetings will be held, ideally with consistent groups from Task 3.1. At each of the 3 meetings, we will build upon the community goals and priorities confirmed in Task 3.1 to conduct exercises aimed at identifying priority intersections and corridors in the study area; identifying key transit needs and preferences; and forming potential solutions to identified challenges. The opportunities will be framed within the known enhancements summarized in Task 2.1 and the goals and priorities identified in Task 3.1 and will strive to capture the benefits and impacts of alternative solutions so that community members can

provide informed input about their preferences and needs. As noted in Task 3.1, the format of these outreach meetings (virtual versus in person) will depend on the state of COVID-19 and public health practices; the program team will find creative solutions to engage collaboratively and with harder to reach populations if unable to meet in person. The responses gathered from the series of meetings in Tasks 3.1 and 3.2 will be mapped and consolidated to identify the intersections and corridors which reflect the highest priorities from the community. The project team will leverage existing community gatherings during convenient times for stakeholders to effectively communicate the project goals to the neighborhood.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

### **Task 3.3: Phase 3 Community Engagement - Proposal Evaluation & Project Closeout**

In the final phase of community engagement, the SFMTA will hold three outreach meetings with consistent groups from Tasks 3.1 and 3.2 and attend key stakeholder meetings with attendees from Task 2.2. The purpose of Task 3.3, the final phase of community input, will be to share a refined set of recommended transportation improvements with the community to ensure accurate reflection of constituent interests. For Task 3.3, the SFMTA will refine the suggested package of improvements that meet the needs and gaps identified in prior tasks.

The project team will develop a survey tool to collect input on preferences and design boards developed to communicate the proposed design improvements that resulted from Task 3.2 feedback. The survey will be distributed in hard copy at the meetings (depending on the state of COVID-19 and in-person gatherings) and available online, and language support in languages appropriate for the project area community will be provided to ensure the survey is accessible for all members of the community. If COVID-19 requires only virtual surveys, the project team will make every effort to engage harder to reach populations. This phase of outreach will culminate in a presentation of the final report and findings of the project, which will serve to close out the planning phase and describe next steps for project implementation, including Agency approval process and detailed design.

**Responsible Party: SFMTA, Consultant/CBO, Outreach Consultant**

<b>Task #</b>	<b>Deliverable</b>
3.1	Summary of community toolkit preferences and needs
3.2	Proposed transportation improvements and priority locations
3.3	Summary of final proposed improvement priority packages

## **4. Streetscape, Transit, Funding and Implementation Plans**

The purpose of Task 4 will be to present the final recommendations from Task 3 and develop a funding and implementation plan for the top priority transportation improvements as identified in Task 3.3. The SFMTA will obtain cost estimates for the preliminary design and propose a phased approach and funding plan to project implementation. A phased approach will ensure priority projects are programmed to fund sources to support near term implementation. Each task includes an allocation of

time for project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 4.1: Streetscape Plan**

The final design improvement concepts from Task 3.3 will be presented using plans, cross sections, and photos in a Streetscape Plan report section. It will summarize the issues and gaps identified during community engagement that resulted in the proposal of a prioritized set of transportation recommendations. The designs will incorporate complete streets concepts to ensure a diverse set of transportation improvements are proposed for Visitacion Valley. Cost estimates will be developed and utilized in Task 4.3, funding plan.

**Responsible Party: SFMTA**

#### **Task 4.2: Transit Action Plan**

The final recommendations to improve to support transit reliability and access and improve the experience of using transit in Visitacion Valley, focusing on the 8 Bayshore, 54 Felton, and 56 Rutland routes, identified in Task 3.3 will be documented in a transit action plan. The plan will propose improvements to stop amenities and walking conditions within the vicinity of stops; assess stop placement to best serve community needs; and identify opportunities to improve connections to neighborhood destinations and city and regional transit. Proposed improvements will be consistent with Muni Forward and the Muni Service Equity Strategy. Cost estimates will be developed and utilized in Task 4.3, funding plan.

**Responsible Party: SFMTA**

#### **Task 4.3: Funding and Implementation Plan**

Cost estimates and potential funding sources for recommendations defined in Task 3.3 and described in Tasks 4.1 and 4.2 will provide an order of magnitude level of investment summary for the plan's proposals. Funding sources will be based on the SFMTA Five Year Capital Improvement Program (CIP) which operates as an implementation plan for regional, citywide, and agency-wide goals. Based on identified community priorities and other development and projects in the pipeline, improvements will be packaged and presented in a phased approach.

**Responsible Party: SFMTA**

<b>Task #</b>	<b>Deliverable</b>
4.1	Streetscape Plan
4.2	Transit Action Plan
4.3	Cost estimates, funding sources, phased implementation scenarios

### **5. Draft and Final Plan Document**

The purpose of Task 5 will be to package Tasks 2-4 into a final report. The report will be presented to the SFMTA Board for review. Each task includes an allocation of time for

project controls and team meetings, including task tracking, schedule management, and facilitating meetings.

#### **Task 5.1: Draft Plan and Recommendations Report**

Based on public outreach and conceptual designs, the SFMTA will prepare a draft plan for public and stakeholder review, including a recommendations report outlining the different recommendation packages and preferred alternatives. Stakeholders, who will include the CBO, District 10 Supervisors Office, stakeholder groups generated throughout the engagement effort, and local advocacy groups including WalkSF and SF Bicycle Coalition, will have the ability to give feedback on the plan before it is presented to the SFMTA Board in Task 5.2. The draft will include high-quality graphics illustrating the design concepts for the improvements.

**Responsible Party: SFMTA**

#### **Task 5.2: SFMTA Board Presentation & Adoption**

The feedback gathered from the Draft Plan and Recommendations Report from 5.1 will be incorporated, revised, and then presented to the SFMTA Board of Directors for adoption. Any remaining critical comments will be resolved.

**Responsible Party: SFMTA**

#### **Task 5.3: Final Plan and Recommendations Report**

The SFMTA will prepare a Final Plan incorporating remaining feedback from Tasks 5.1 and 5.2. The Final Plan will include a summary of public engagement, streetscape design alternatives, as well as an implementation plan for the recommended alternatives. All alternatives will be at the level of refinement necessary to be considered for environmental assessment of the project under both State and Federal environmental guidelines. Environmental assessment is not part of the scope of this work. The project team will forward the Final Plan to Caltrans for review.

**Responsible Party: SFMTA**

<b>Task #</b>	<b>Deliverable</b>
5.1	Draft Plan including recommendations report with project recommendations
5.2	SFMTA Board Meeting Notes
5.3	Final Plan document, including revisions to draft based on feedback, and implementation plan

## **6. Administration**

Administration ensures that the project is moving on schedule, on budget and in compliance with all Caltrans invoicing and reporting requests. This is performed in concert with agreement to team roles and responsibilities. Administration costs will be covered through local funding and through SFMTA's approved indirect cost rate, which is included within the project budget through other tasks.

### **Task 6.1 Invoicing**

Submit complete invoice packages to Caltrans District staff based on milestone completion – at least quarterly, but no more frequently than monthly.

**Responsible Party: SFMTA**

**Task 6.2 Quarterly Reports**

Submit quarterly reports to Caltrans District staff providing a summary of project progress and grant/local match expenditures.

**Responsible Party: SFMTA**






<b>Task</b>	<b>Deliverable</b>
6.1	Invoice Packages
6.2	Quarterly Reports

# 1. Visitation Valley Community Based Transportation Plan Study Area

Proposed project study area and transit routes

October 2019

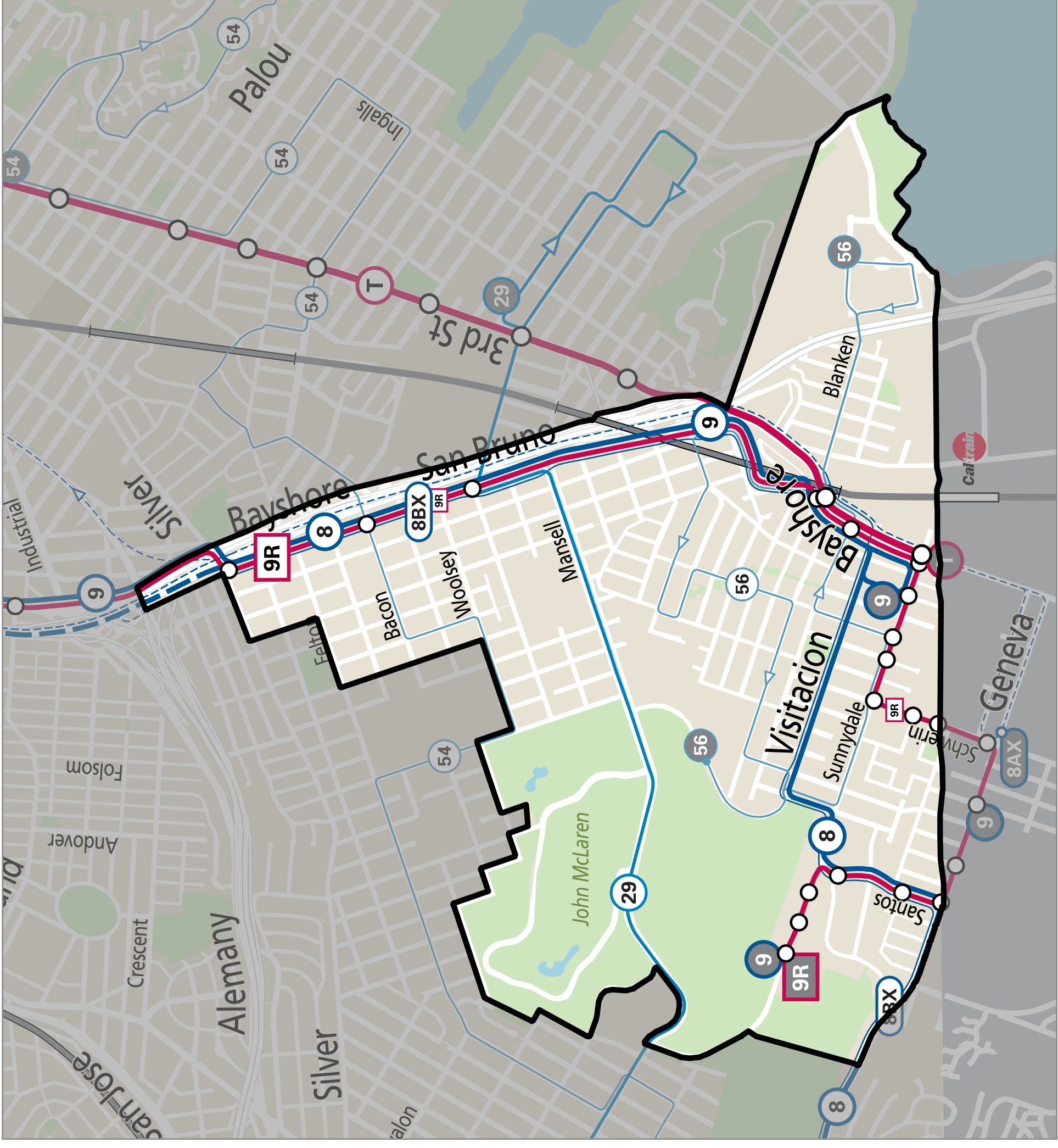
Map shows existing transit options in Visitation Valley area, and the boundaries of the proposed project area. The project area is primarily serviced by the K-Ingleside/T-Third Street Muni Metro lightrail lines, as well as a number of local Muni bus routes.

-  Project Study Area
-  Muni Metro
-  Muni Rapid Bus
-  Muni Bus Route
-  Caltrain

Date Saved: 10/16/2019

For reference contact: [maia.moran@sfmta.com](mailto:maia.moran@sfmta.com)

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





## Memorandum

### AGENDA ITEM 6

**DATE:** November 5, 2020  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 11/10/2020 Board Meeting: Allocate \$745,651 in Prop K Sales Tax Funds, with Conditions, for Three Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$745,651 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Citywide Daylighting (\$500,000)</li> <li>2. Curbside Pickup Zones Pilot Evaluation (\$200,000)</li> <li>3. Visitacion Valley and Portola Community Based Transportation Plan (\$45,651)</li> </ol> <p><b>SUMMARY</b></p> <p>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.</p> <p>For additional context on the Curbside Pickup Zones Pilot Evaluation request, SFMTA staff will provide a brief presentation on the overall Curb Management Strategy following the staff presentation on this item.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### 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 attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



## **FINANCIAL IMPACT**

The recommended action would allocate \$745,651 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the approved Prop K Fiscal Year 2020/21 allocations and appropriations 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 October 28, 2020 meeting and adopted a motion of support. During discussion, several CAC members expressed concerns about the Curbside Pickup Zones Pilot Evaluation request, including that the zones would likely primarily benefit private delivery companies and that those companies should contribute financially to the program. CAC members also commented that the many outstanding questions related to curbside pickup zones (such as who is using them, are they improving safety by reducing double parking) were a reason to approve this request, as it would fund data collection and evaluation of the program. As a follow up action, CAC members requested a presentation from SFMTA on the overall Curb Management Strategy at the December 2 CAC meeting.

## **SUPPLEMENTAL MATERIALS**

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



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation Demand Mgmt
<b>Current Prop K Request:</b>	\$200,000
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which, among other things, provides a streamlined way for businesses and other organizations to request the use of curb space for curbside pickup, outdoor dining or other business activity. The SFMTA now has both an obligation and an exciting opportunity to evaluate the effectiveness of the Shared Spaces curbside pickup zones, and to develop a plan for the future of these zones and provide policy recommendations for the future of this program.

#### Detailed Scope, Project Benefits and Community Outreach

See attachment.

#### Project Location

Citywide

#### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$200,000

## Shared Spaces Curbside Pickup Zone Evaluation

### Introduction

In February 2020, the San Francisco Municipal Transportation Agency's (SFMTA) Board adopted the Curb Management Strategy, a policy document that includes (a) a framework for how the SFMTA will manage and allocate the City's curb space in a way that is both responsive to current demands and anticipates future needs, and (b) a set of recommendations for changes to policies, processes, and existing law.

The development of the strategy was driven by a need to address proactively the growing pressure on the City's limited curb space, which has resulted in concerns over increased congestion; safety conflicts between pedestrians, cyclists, and car passengers; increased double-parking, and blocking of traffic and bike lanes. Furthermore, there is growing concern over inequity as many of the new mobility services that have emerged over the last ten years such as transportation network companies (TNCs) and shared scooters and bikes, may not be available to individuals from all social and economic levels, or those with mobility impairments who require accessible vehicles.

Since the adoption of the Curb Management Strategy, COVID-related economic upheavals have dramatically changed how the City's economy and small businesses function. In response, and as an attempt to aid struggling small businesses, the City has developed the Shared Spaces Program, which allows businesses to use the curb space in front of or near them for outdoor dining, retail, personal services or curbside pickup. Two basic tenets of the Shared Spaces Program are urgency and rapid approval; as a result, after just a few months, hundreds of Shared zones have been established all over the City, in every commercial district.

This project will collect data at Shared Spaces curbside pickup zones and use the conclusions and recommendations of the Curb Management Strategy to evaluate the effectiveness of these zones, develop guidelines for siting curbside pickup zones, make recommendations for improvements to specific zones around the City, and provide policy recommendations for implementing curbside pickup zones.

### Overview of the Curb Management Strategy

The Curb Management Strategy contains three elements: 1) curb hierarchy; 2) recommended strategies; and 3) design guidelines.

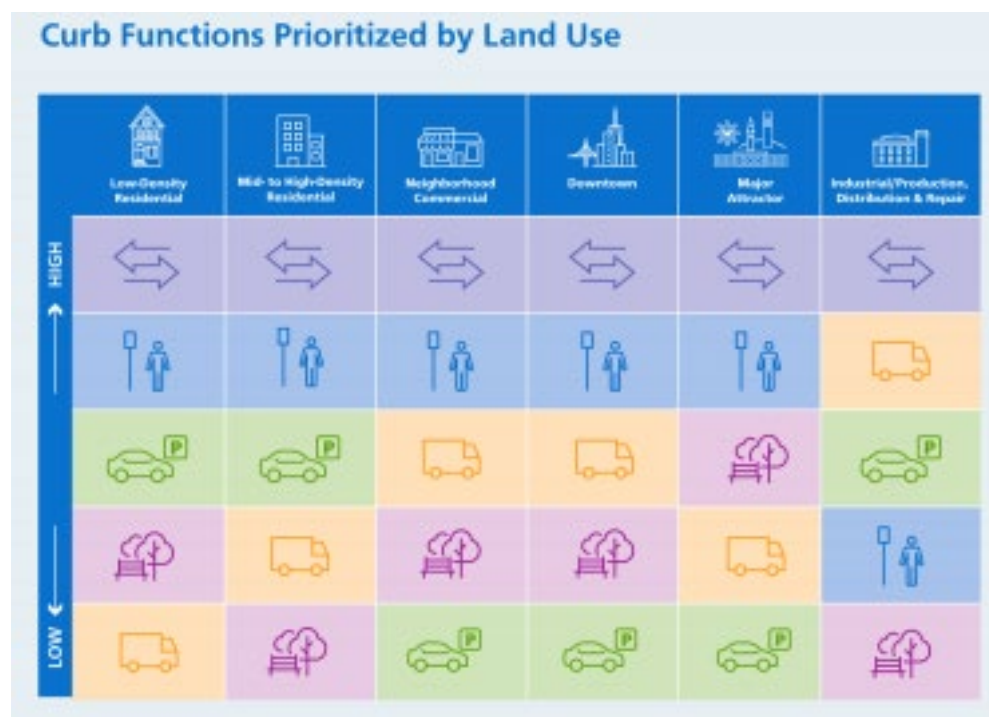
#### Curb Hierarchy

Effective curb management prioritizes how we use the curb to match the way the surrounding land is used. We can allocate curb space in each area for the uses that provide the most access to the most people. For example, an area with lots of shops and restaurants will have different curb users and needs than a residential neighborhood.

The curb hierarchy provides the foundation for how limited curb space is allocated throughout the City. It defines five curb functions and prioritizes those functions across six land use types. The five curb functions are: 1) Access for people; 2) Access for goods; 3) Public space and services; 4) Vehicle storage; and 5) Movement.

In the most active and dense parts of San Francisco—commercial corridors—we can use the curb to support small businesses by prioritizing access for people and goods, while private car parking can have a lower priority. A residential neighborhood with single family houses may not need much of its curb space allocated to access for goods at all; residents would benefit more from curbs that provide access for people and for

parking vehicles. In locations where the curb is being used for movement (such as transit or bicycle lanes), this function takes priority over the others.



### Recommended Strategies

The Curb Management Strategy includes a suite of recommended tools, policies, legislative changes, and process improvements that the SFMTA could undertake. These strategies support six key objectives listed below.

- Objective 1: Advance a holistic planning approach
- Objective 2: Accommodate growing loading needs
- Objective 3: Increase compliance with parking and loading regulations
- Objective 4: Improve access to up-to-date data
- Objective 5: Rationalize policies towards private users of curb space
- Objective 6: Promote equity and accessibility

### Design Guidelines

The design guidelines in the Strategy provide guidance to planners, engineers, and project managers on color curb zone placement and design when zones are implemented proactively as part of SFMTA projects. They include guidelines on minimum length, placement on the block, time limits, and effective hours for each zone type, as well as information on data collection methodologies and best practices.

### Implementation in the time of COVID-19

The SFMTA has utilized the curb management framework in recent projects including the Inner Sunset Curb Management Project, which was approved by the SFMTA Board in January 2020 and implemented in April and May. However, in light of the COVID-19 pandemic, the Curb Management team's focus has shifted to ensuring that the curb is utilized to meet the emerging needs of small businesses and social services.

As a response to the COVID-19 pandemic, the SFMTA has implemented the Shared Spaces program, which, among other things, provides a streamlined way for businesses and other organizations to request the use of curb space for curbside pickup, outdoor dining, retail sales, or other business activity. The immense popularity of this program—and businesses’ desperate need for alternate ways to generate revenue—means that the SFMTA has approved and implemented hundreds of new curbside pickup, dining, and retail sales zones all over the City in just the last few months, with little opportunity for a robust evaluation of the effectiveness or safety of those zones.

The SFMTA now has both an obligation and an exciting opportunity to evaluate the effectiveness of the Shared Spaces curbside pickup zones and develop policy recommendations for the future of the zones. To conduct that evaluation, the SFMTA needs to collect data to evaluate how these curb changes are impacting issues such as double parking, safety, transit and bikes as well as residents and businesses.

This scope of work focuses solely on the curbside pickup zones created by the Shared Spaces program. This work will: 1) provide a data-driven framework and metrics by which to evaluate the effectiveness of the Shared Spaces curbside pickup zones; 2) ensure that the future of the Shared Spaces curbside pickup program is data-driven and transparent to the public; 3) make curb allocation decisions within the context of a larger neighborhood/district rather than site by site basis, and 4) better understand the impacts of these zones on safety, transit and bikes. This is an exciting opportunity to understand and shape the future of curb usage in San Francisco and cities around the world in a post COVID world.

The SFMTA will contract out the data collection portion and analysis of this scope to a consultant. The SFMTA will be responsible for overseeing the consultant’s work and for leading any outreach efforts.

## Project Benefits

The Shared Spaces program serves a key City goal of promoting a safe and robust economic reopening, and supporting (or even saving) potentially hundreds of businesses and thousands of jobs. The data collection and metrics described below will inform improvements, recommended by the Curb Management Strategy, that can be undertaken to reduce conflicts between vehicles, cyclists and transit, with the objective of reducing delays to Muni and increasing the safety of bicyclists while at the same time still supporting local businesses. Making transit and biking faster and safer are especially important now, when transit capacity is reduced to accommodate social distancing requirements, and active-transportation alternatives to driving have become an even more important way to avoid crushing car congestion.

## Detailed Scope of Work

*The SFMTA will collect and analyze data to determine the effectiveness of Shared Spaces curbside pickup zones in achieving the goals of the Curb Management Strategy and meeting the demands of different users.*

*Shared Spaces data-collection sites will be located in different areas of the city, and serving different types of businesses, to better understand how demand patterns vary by business types, and curb needs change in response to the surrounding land use. The areas selected will reflect land use types identified in the Curb Management Strategy.*

### Task 1.1 Data-Collection Site Selection

Data-collection sites will be selected in different neighborhoods that fit the “neighborhood commercial” land use type identified in the Curb Management Strategy, since the vast majority of Shared Spaces are in

neighborhood commercial districts. Site-specific zones will be used to calculate the pickup demand and pickup duration associated with a specific business type as well as evaluate the functionality of zones based on placement and design. For example, comparing the usage of a 20-foot zones placed at the far side of an intersection or driveway as compared to a midblock zone. Potential business types could include:

1. Restaurant
2. Bar
3. Grocery store
4. Florist
5. Optometrist/pharmacy/other medical
6. Clothing store/other retail

For blocks with multiple businesses using pickup zones, the data collection will focus on usage, functionality, and conflicts between users. Sites could include the following:

1. Block faces with two physically separate zones
2. Block faces with one larger zone meant to serve multiple businesses
3. Block face with both outdoor dining and curbside pickup

With the proposed budget, up to 20 block faces could be surveyed. This could include multiple blocks within a neighborhood or along a commercial corridor.

**Responsible Party: SFMTA**

**Deliverable: Site selection, evaluation criteria**

### Task 1.2 Data Collection

The SFMTA will work with outside consultants for the purposes of data collection. Types of data that may be collected utilizing cameras as well as in-person observations include but are not limited to:

- Vehicle types
- Parking occupancy and turnover
- Number of overall loading events or pickups
- Types of loading events
- Mode of pickup
  - Car
  - Bike
  - Foot
- Dwell time
- Instances of double parking when
  - Zone was empty
  - Zone was occupied
- Conflicts between curb users such as vehicles in the bicycle lane or transit lanes
- Location of loading event (curbside, travel lane, bike lanes, etc.)
- Whether drivers pull all the way to the curb when using the zone
- Whether drivers pull all the way forward in the zone, or instead stop toward the middle or the back of the zone

The hours and days for data collection would vary by location and would occur in two-hour data collection periods on both weekdays and weekends.

The SFMTA will provide the consultant with the parameters and methodology for the data collection, including geographic area, days of the week, time of day, and other relevant metrics and criteria. The deliverable for this task will be the raw data collected during in-person and video observation.

The SFMTA will supplement the data collection with multilingual merchant surveys, intercept surveys, or resident surveys. These may be developed and administered in partnership with other city agencies who are also part of the Shared Spaces Program and may be included in evaluation efforts of the larger Shared Spaces program.

**Responsible Party: Consultant (data collection and survey distribution), SFMTA (survey design)**

**Deliverable: Survey instrument(s), raw data**

### Task 1.3 Data Analysis

The consultant will analyze the data collected in Task 1.2. The consultant will provide a summary as well as high-level analysis of the trends and issues that emerge.

The deliverable for this task will be a technical memorandum. It is expected that graphics (both charts, graphs, and maps) will be heavily utilized to clearly articulate the data.

**Responsible Party: Consultant**

**Deliverable: Technical memorandum summarizing and analyzing data and survey results**

### Task 1.4 Shared Spaces Plan

Based on the findings from Tasks 1.2 and 1.3, the SFMTA will develop a plan for the curbside pickup portion of the Shared Spaces Program.

The plan will include:

- Policy and guidelines for curbside pickup zones as part of an ongoing Shared Spaces program and how this could transition to a permanent program, including:
  - Guidelines for the location, size, and placement of Shared Spaces curbside pickup zones
  - Recommendations for a public process for making changes to the zones
  - Guidelines for outreach to interested stakeholders
- Recommendations for improvements to existing Shared Spaces curbside pickup zones.
 

*(Note: some zone changes likely will be made before completion of the policy and guidelines described above, as the SFMTA responds to merchant requests and issues on the streets. These updates will be made under the emergency authorization granted by the Mayor's emergency declaration.)*

Potential recommendations could include:

- Making existing zones permanent
- Moving, extending or shrinking zones
- Changing the hours or days of zones
- Combining zones and placing them in strategic locations to serve multiple users on a block
- Adjusting pre-Shared Spaces commercial and passenger loading zones to better fit with the new Shared Spaces zones

**Responsible Party: SFMTA**

**Deliverable: Shared Spaces Program plan**

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2020	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2021

### SCHEDULE DETAILS

Task 1.1 - Site Selection: December 2020  
 Task 1.2 - Data Collection: January-March 2021  
 Task 1.3 - Data Analysis: April 2021  
 Task 1.4 - Shared Spaces Plan: May-July 2021

Multilingual merchant surveys, intercept surveys, and/or resident surveys, to be conducted under task 1.2 in early 2021.



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$200,000	\$0	\$0	\$200,000
SFMTA OPERATING	\$0	\$0	\$132,854	\$132,854
<b>Phases in Current Request Total:</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$132,854</b>	<b>\$332,854</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$332,854	\$0	Level of effort for previous curbside usage data collection efforts
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	<b>\$332,854</b>	<b>\$200,000</b>	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	05/13/2020
<b>Expected Useful Life:</b>	N/A

**MAJOR LINE ITEM BUDGET****BUDGET SUMMARY**

<b>Agency</b>	<b>Task 1.1</b>	<b>Task 1.2</b>	<b>Task 1.3</b>	<b>Task 1.4</b>	<b>Total</b>
SFMTA	\$ 37,790	\$ 30,406	\$ 28,486	\$ 36,173	<b>\$ 132,854</b>
Consultant	\$ 10,000	\$ 155,000	\$ 30,000	\$ 5,000	<b>\$ 200,000</b>
<b>Total</b>	<b>\$ 47,790</b>	<b>\$ 185,406</b>	<b>\$ 58,486</b>	<b>\$ 41,173</b>	<b>\$ 332,854</b>

<b>SFMTA</b>	<b>Hours</b>	<b>Base Hourly Rate</b>	<b>Fringe &amp; Overhead Hourly Rate</b>	<b>Fully Burdened Hourly Cost</b>	<b>FTE</b>	<b>Total</b>
Manager V - 9179	130	\$ 82.25	\$ 136.87	\$ 219.12	0.06	\$ 28,486
Manager II - 9172	210	\$ 66.19	\$ 113.76	\$ 179.95	0.10	\$ 37,790
Transit Planner II - 5288	265	\$ 50.01	\$ 86.49	\$ 136.50	0.13	\$ 36,173
Planner 1 - 5277	265	\$ 41.15	\$ 73.59	\$ 114.74	0.13	\$ 30,406
<b>Total</b>	<b>870.00</b>				<b>0.42</b>	<b>\$ 132,854</b>

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$200,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$200,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Curbside Pickup Zones Pilot Evaluation
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2022
Phase:	Planning/Conceptual Engineering	Fundshare:	60.09

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$170,000	\$30,000	\$0	\$0	\$0	\$200,000

#### Deliverables

1. Task 1.1: Provide list of sites and evaluation criteria, upon selection. (Anticipated 12/31/20)
2. Task 1.3: Upon completion, provide technical memorandum summarizing and analyzing data and survey results (Anticipated 4/30/21)
3. Upon completion provide Shared Spaces Program Plan for curbside pickup zones (Anticipated 7/31/21)

#### Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
<b>Actual Leveraging - Current Request</b>	39.91%	No Prop AA
<b>Actual Leveraging - This Project</b>	39.91%	No Prop AA

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Curbside Pickup Zones Pilot Evaluation
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$200,000
--------------------------------	-----------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
FN

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Francesca Napolitan	Joel C Goldberg
<b>Title:</b>	Manager	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2439	(415) 646-2520
<b>Email:</b>	francesca.napolitan@sfmta.com	joel.goldberg@sfmta.com



RESOLUTION ADOPTING THE PORTSMOUTH SQUARE COMMUNITY-BASED  
TRANSPORTATION PLAN FINAL REPORT [NTIP CAPITAL]

WHEREAS, The Portsmouth Square Community-Based Transportation Plan (CBTP) (Plan) was recommended by Commissioner Peskin for \$30,000 in Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The Metropolitan Transportation Commission provided an additional \$30,000 in Community Based Transportation Planning funds; and

WHEREAS, The Plan sought to conduct community outreach and develop conceptual designs for safety and circulation improvements for the streets adjacent to Portsmouth Square; and

WHEREAS, The Plan was led by the Transportation Authority in partnership with Commissioner Peskin's office, the Chinatown Community Development Corporation, and the project's Technical Advisory Committee; and

WHEREAS, The Plan leverages and builds upon extensive community outreach conducted by the San Francisco Recreation and Parks Department when developing the Portsmouth Square Improvement Project; and

WHEREAS, To identify the community's ideal transportation improvements, the project team developed a three-phase community input process to gather feedback on location-specific improvement projects; and

WHEREAS, Based on community input and technical expertise, the project team recommended transportation solutions for the streets adjacent to Portsmouth Square that are reflective of the needs of the community and existing street conditions; and

WHEREAS, All of the proposed improvements described in the enclosed



Portsmouth Square Community-Based Transportation Plan aim to enhance pedestrian safety and access to Portsmouth Square, enhance access for individuals with disabilities, and provide a more welcoming pedestrian environment; and

WHEREAS, The San Francisco Recreation and Parks Department will incorporate the recommendations for the street frontages directly adjacent to Portsmouth Square into the future redesign of Portsmouth Square; and

WHEREAS, Transportation Authority staff will work with Commissioner Peskin's office to identify strategies for funding any recommendations not addressed by the proposed Portsmouth Square redesign; and

WHEREAS, The Transportation Authority has consulted with Commissioner Peskin's office which is supportive of the Plan's recommendations; and

WHEREAS, The Citizens Advisory Committee was briefed on the final report at its October 28, 2020 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Portsmouth Square Community-Based Transportation Plan; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

- Portsmouth Square Community-Based Transportation Plan



## Memorandum

### AGENDA ITEM 7

**DATE:** November 3, 2020  
**TO:** Transportation Authority Board  
**FROM:** Hugh Louch - Deputy Director for Policy and Programming  
**SUBJECT:** 11/10/2020 Board Meeting: Adopt the Portsmouth Square Community Based Transportation Plan Final Report

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt the Portsmouth Square Community Based Transportation Plan (CBTP) Final Report.</p> <p><b>SUMMARY</b></p> <p>In June 2018, with the support of Commissioner Peskin, the Transportation Authority Board appropriated \$50,000 in Prop K Neighborhood Transportation Improvement Plan (NTIP) capital funds to supplement \$30,000 in funds from the Metropolitan Transportation Commission (MTC) to develop the Portsmouth Square CBTP. The Transportation Authority used the funds to engage the community and develop recommendations for improved pedestrian safety, access, and circulation around Portsmouth Square. The enclosed final report describes the engagement conducted for this project and proposed improvements.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

The MTC's CBTP is intended to bring local residents, community organizations and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. MTC requires that local governing boards adopt the CBTP final reports. The purpose of the Transportation Authority's NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects that can be funded by Prop K sales tax and/or other sources.

Portsmouth Square is the "community bedroom" and an anchoring point for San Francisco's Chinatown neighborhood. Chinatown's population is disproportionately elderly, disabled, low income, minority and/or do not own a vehicle, qualifying this neighborhood as a Community of Concern. San Francisco's Recreation and Parks Department (RecPark) recently



completed a multi-year community driven process to re-design the Portsmouth Square Park and increase community access (Portsmouth Square Improvement project). The Portsmouth Square CBTP analyzed circulation around the park and engaged community members to identify how to improve pedestrian safety and access to park and Chinatown as a whole.

## DISCUSSION

**Outreach.** The Transportation Authority partnered with the Chinatown Community Development Center (CCDC) to convene an advisory committee and engage stakeholders throughout the planning process. Outreach activities included:

- An intercept survey was conducted to understand how visitors get to Portsmouth Square and their transportation needs.
- A business survey to understand similar questions for businesses and employees of businesses.
- A stakeholder meeting to identify transportation needs around the square, taking into account the findings of the surveys and a site walk conducted as part of the project.
- A second stakeholder meeting to review and prioritize potential improvements that were developed by the study team.

Outreach activities are documented in the final report.

**Recommendations.** The Portsmouth Square CBTP builds on the recommendations of the Portsmouth Square Improvement Project to redesign the square and prior planning studies to develop a prioritized set of recommendations that seek to improve pedestrian safety, access and circulation around Portsmouth Square. Specifically, these recommendations include:

Pedestrian safety improvements, which were the top priority from stakeholder outreach:

- Updating the entry to the Portsmouth Square garage to reduce pedestrian/auto conflicts
- Updating the Clay and Kearny signal to permit both scramble (now allowed) and two-stage crossings
- Improve space for and visibility of pedestrians on Kearny Street in front of the garage, which is currently impeded by the plaza wing walls

Pedestrian friendly streets improvements such as removing sidewalk pinch points and potentially adding pedestrian-scale lighting where not available. Many of the safety improvements also provide more space for pedestrians.

Americans with Disabilities Act (ADA) and modernization improvements such as:

- Adding directional curb ramps where missing at intersections around the square
- Addressing significant cross slope grades that do not meet ADA standards
- Removing pinch points on Water U Lum Place due to the placement of light posts

Curb use improvements include adding loading zones around the square and providing guidance and/or training around curb use for casino shuttles that pick up and drop off patrons nearby.





**Next Steps.** The November 2020 ballot includes a General Obligation Bond that would dedicate \$50 million to open space improvements in Chinatown that could be used for the proposed redesign of Portsmouth Square, pending environmental clearance. Proposed solutions from this CBTP that are either within the curb line of the Portsmouth Square block or are curbs that connect to Portsmouth Square that can be incorporated into the Portsmouth Square Park Improvement Project. The cost of these recommendations total \$3.4 million for design and construction. RecPark is currently leading environmental review for the square redesign and the Department of Public Works is reviewing accessibility.

The remaining CBTP recommendations total just under \$200,000 for design and construction and could be incorporated into other proposed projects and implemented with a variety of funding sources including Prop K funds.

### **FINANCIAL IMPACT**

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

### **CAC POSITION**

The CAC considered this item at its October 28, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

### **SUPPLEMENTAL MATERIALS**

Enclosure 1 - Portsmouth Square CBTP Final Report

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## Memorandum

### AGENDA ITEM 8

**DATE:** November 10, 2020  
**TO:** Transportation Authority Board  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 11/17/20 Board Meeting: Update on the Caltrain Modernization Program

**RECOMMENDATION**    Information    Action

None. This is an information item.

### SUMMARY

As required by the Funding Partners Oversight Protocol for Caltrain's Modernization Program, known as CalMod, the Director of Caltrain will attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of President Yee and Transportation Authority Chair Peskin, the updates since 2019 have taken place at Transportation Authority Board meetings. CalMod is a \$2.26 billion suite of projects including Positive Train Control (PTC) and the Electrification Projects. PTC is now on track for Final Acceptance in December 2020. The Electrification Project comprised of electrification of the Caltrain line between San Jose and San Francisco and the purchase of electric multiple-unit vehicles is 52.6% complete and scheduled to be operational by 2022. Production of the new trains is well underway, and the first trainset is scheduled to go to Pueblo, Colorado for the full-blown running test program in January 2021. PCEP staff anticipates that the first trainset delivery to Caltrain will take place in the third quarter of 2021. The memo below provides additional detail on CalMod progress as well as updates on challenges and risks facing the overall program.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:  
\_\_\_\_\_

### BACKGROUND

**Caltrain Modernization Program (CalMod).** CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The Electrification Project, which is scheduled to be operational by 2022, has two components: electrification of the Caltrain line between San Jose and San Francisco, and purchase of electric multiple-unit (EMU) vehicles to



operate on the electrified railroad. CalMod also includes the Positive Train Control (PTC) Project, which is currently in Revenue Service Demonstration and is scheduled for Final Acceptance in December 2020.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued Notices to Proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners such as the three Joint Powers Board member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission and the California High Speed Rail Authority. Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three Joint Powers Board counties have a local contribution of \$80 million each to the \$2.26 billion CalMod program. The Transportation Authority has allocated about \$41 million primarily from the Prop K sales tax and One Bay Area Grant programs. The SFMTA has committed the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond. SFMTA has allocated the full amount to the project, completing San Francisco's \$80 million contribution to CalMod.

## **DISCUSSION**

The paragraphs below provide a brief status update on the CalMod program.

**Positive Train Control (PTC):** On March 1, 2018, Caltrain awarded a \$49.5 million contract to Wabtec Corporation for the completion of the PTC project, finalizing the transition from the contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS)/PTC, which was terminated on February 22, 2017 for non-performance. Caltrain staff determined that approximately 80% of the work product for CBOSS already performed would be able to be repurposed for the PTC. In December 2018, Caltrain completed FRA's required statutory substitute criteria and submitted an Alternative Schedule request for FRA approval, which was granted in early January 2019. The Alternative Schedule calls for full system certification by December 2020. The project is on track to meet that schedule.

On September 7, 2019, Caltrain began operating PTC in revenue service on the mainline. On Feb 26, 2020 Caltrain achieved interoperability requirements and is currently interoperable with all tenants (UPRR, ACE, Amtrak/Capitol Corridor) on its property and on the UPRR property south of San Jose. As of September 30, 2020, expenditures and accruals reached \$264.7 million on the \$329.29 million project, with work estimated at 80.38% complete. The project has been minimally impacted by the current Coronavirus situation. With the



completion of the PTC Safety Plan, which was submitted to FRA on June 25, the last remaining major milestone prior to Project Certification was reached. Project staff do not foresee any obstacles to obtaining FRA certification by the December 2020 scheduled date. At its September meeting, the PCJPB approved a follow-on maintenance agreement with the contractor.

**Peninsula Corridor Electrification Project (PCEP):** As of September 30, 2020, expenditures on the PCEP reached \$1.041 billion, 52.6 % of the \$1.98 billion budget. Work is progressing on both the Electrification and the Vehicles components of the project.

**Electrification design-build contract:** In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. Work is progressing on foundations, poles, and cantilever arm installation for the overhead contact system. 2,018 out of 3,116 (64.8%) foundations and 1,395 out of 2,591 (53.8%) poles have been installed as of the end of October. Partly because of encountering differing site conditions, together with the contractor's own procurement deficiencies, work is experiencing production inefficiencies. Work continues on the traction power substations, paralleling stations and signal system, as does the fabrication and testing of signal houses. The Consistent Warning System for the at-grade crossings has proven to be a challenge for the contractor, who is proceeding very slowly with its implementation.

Balfour Beatty Infrastructure's latest schedule is forecasting substantial completion in May of 2024 due to various reasons, but mainly delays in the design and implementation of the consistent warning time aspect of the signals system at the at-grade crossings. However, the PCEP schedule shows a substantial completion date in March 2022, over 2 years earlier. The sources of discrepancy between the contractor and PCEP staff over the completion date are under mediation. It is worth noting that, because the project's critical path runs through the vehicles' delivery, testing, and commissioning, not electrification itself, the Revenue Service date remains unchanged for August 22, 2022.

With the reduction in service due to the Coronavirus outbreak, PCEP has been able to open more and longer work windows for the contractor. The current level of service is such that single-tracking is possible all day long, allowing work to proceed unimpeded on the opposite side. However, it appears that the contractor is not taking full advantage of the opportunities provided by these developments.

**Tunnels:** Work on modifications to the 100-year old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance is anticipated for December 2020.

**Vehicles:** On September 6, 2016 Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million Electric Multiple Units (EMUs) contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City,



Utah. Systems designs have been completed and Final Design Review and First Article Inspection close-out continues. Prototype testing and series production is underway

Carshell and truck frame production in Switzerland continues. Subsystem components (HVAC, propulsion, brakes, passenger seats, doors) manufacturing also continues. PTC onboard equipment is progressing on schedule. Truck frame and passenger-side door systems are undergoing endurance testing. Final car assembly in Salt Lake City also continues. 52 of 133 carshells have been shipped and 43 cars are in various stages of assembly.

Static testing of the first trainset at Salt Lake City continues, somewhat hampered by the inability of experts from Switzerland to travel to the U.S. It will be followed by dynamic testing and factory-run testing over the next few months. The trainset is scheduled to go to Pueblo, Colorado for the full-blown running test program in January 2021. PCEP staff anticipates that the first trainset delivery to Caltrain will take place on the third quarter of 2021. Phased Revenue Service is scheduled to begin in March 2022 and Revenue Service Demonstration for the electrified railway is scheduled for August 2022.

**Progress Reports:** Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available:

Peninsula Corridor Electrification Project reports:

[http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod\\_Document\\_Library.html#electric](http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric)

Positive Train Control reports (part of the PJPB monthly agenda packet):

[http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html)

**Challenges and Opportunities:** There are some challenges that may impact Caltrain's ability to deliver CalMod on time and on budget. The primary risk items that we are monitoring include:

- 1) Design and construction of grade crossing modifications (Consistent Warning System) that meets stakeholder and regulatory requirements, which may cost more than was budgeted and delay the revenue service date.
- 2) The extent of encountering multiple differing site conditions and underground utilities, coupled with delays in resolving them, may result in delays to the completion of the electrification contract and increases in program costs.
- 3) Lack of resolution on the schedule discrepancies with the Electrification contractor creates uncertainty regarding substantial completion.
- 4) Since the vehicles are in the critical path, delays in the delivery schedule have resulted in a drawdown of 77 days from the schedule contingency, which now stands at 31 days.

At the request of the funding partners, the project team conducted a full-day risk refresh workshop of the project on April 1, 2020. At the workshop, all current risks were re-evaluated



and new risks were identified. The resulting data was used in a Monte Carlo analysis to help determine if the project has the appropriate level of cost and schedule contingencies needed for its successful completion. The draft report is under review.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None as this is an information item. This update was part of the Consent Agenda at the October 28 CAC meeting.

### **SUPPLEMENTAL MATERIALS**

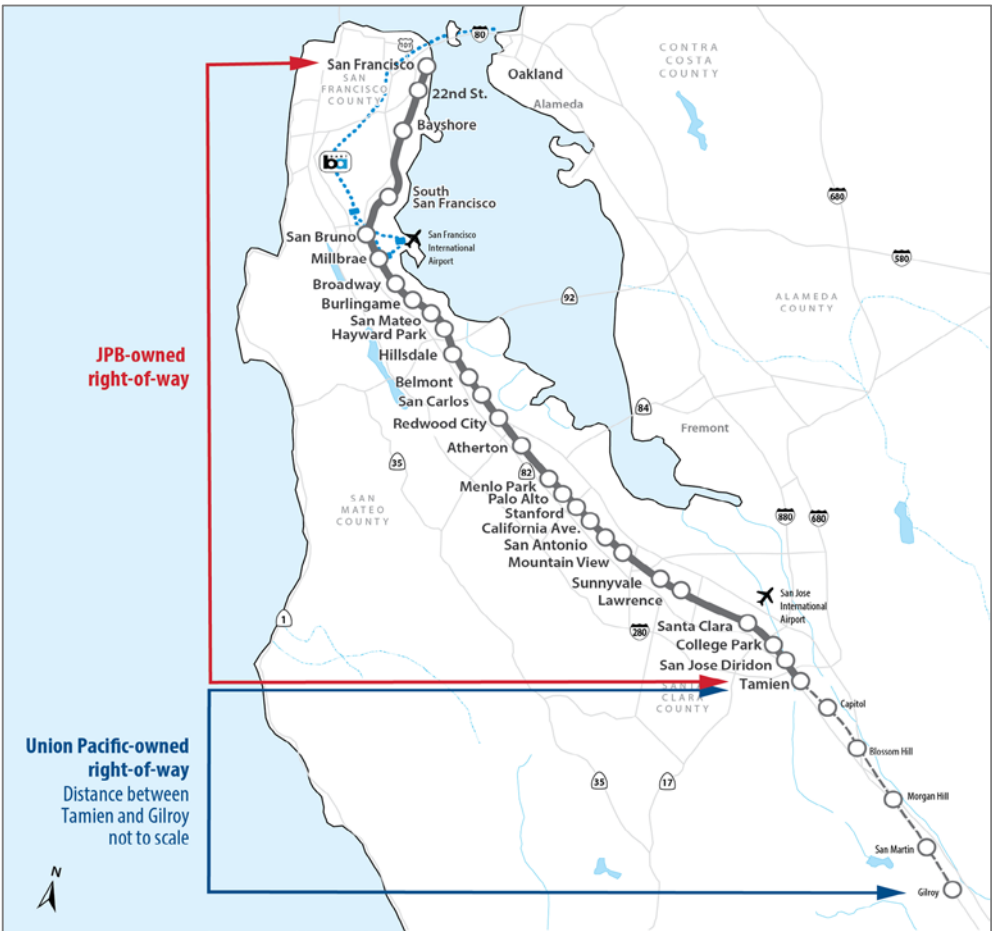
- Attachment 1 - CalMod presentation



## SFCTA Caltrain Update – October 2020







- 77 Miles
- 32 Stations San Francisco to Gilroy
- 92 Weekday Trains\*
- 7<sup>th</sup> Largest Commuter Railroad in US\*
  - 65,000 daily riders
  - Carries equivalent 4 lanes on 101
- One of highest farebox recovery in nation
- Bi-directional commute
- Key economic hubs throughout corridor
- Major transit system on western half of bay, connecting to BART, ACE, CC, MUNI, VTA, and SamTrans

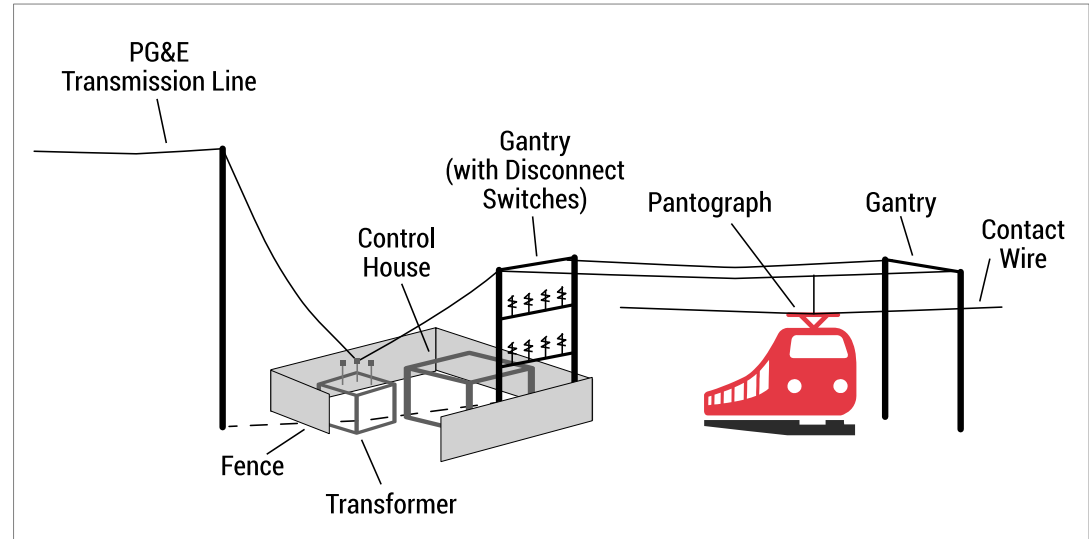
\*Pre-COVID-19

## Project Area



- 51 miles
- San Francisco to San Jose (Tamien Station)

## Project Elements



### Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities

### Electric Trains\*

- 19 7-car train sets
- 133 electric cars

\*Includes 2018 State TIRCP Funding



Note: Figure is a direct job equivalent number based on multiplier from APTA Economic Impact of Public Transportation Investment 2014 Update

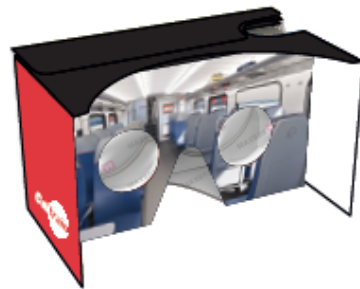
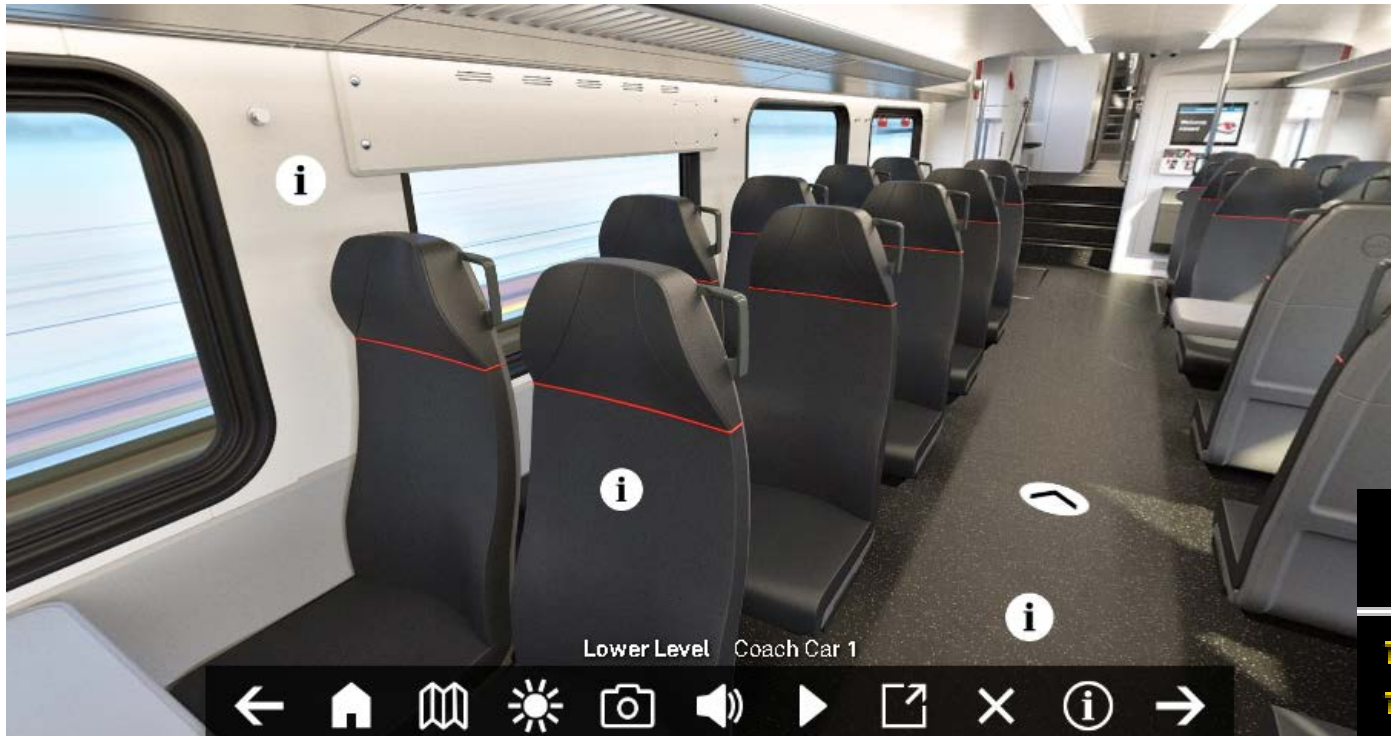
- Potholing
- Foundations
- Poles
- Wires
- Tunnel work
- Traction Power Facilities











A promotional graphic for Caltrain VR. It features a woman wearing a VR headset, looking happy. The background is black with yellow diagonal stripes. Text includes "CALTRAIN VR" in large white letters, "TOUR THE NEW ELECTRIC TRAINS with #CaltrainVR!" in yellow, a yellow "LEARN MORE" button, and the website "CalMod.org/VR". The CalMod logo is at the bottom left of the graphic.

[www.CalMod.org/VR](http://www.CalMod.org/VR)

## BENEFITS



### CONVENIENCE

Increased frequency and reduced travel time



### COMFORT

Amenities like destination signs and electrical plugs, more room, and reduced engine noise



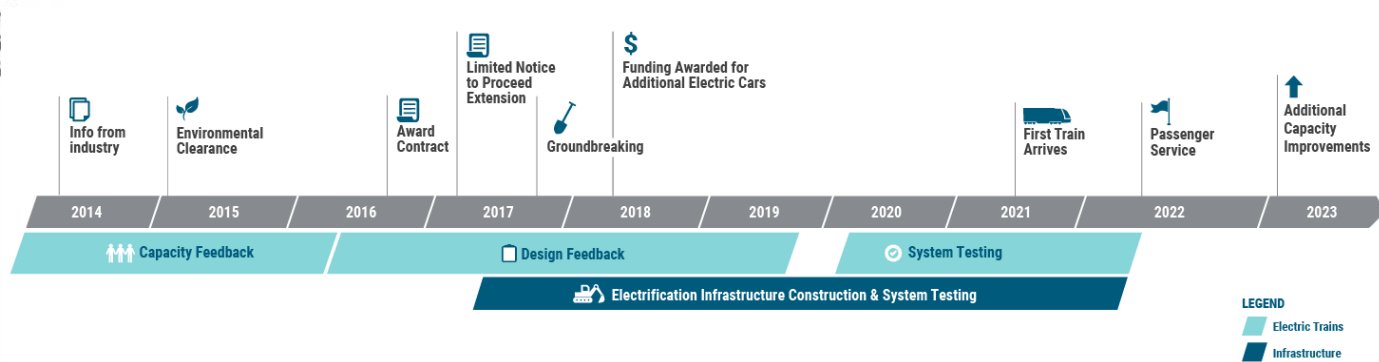
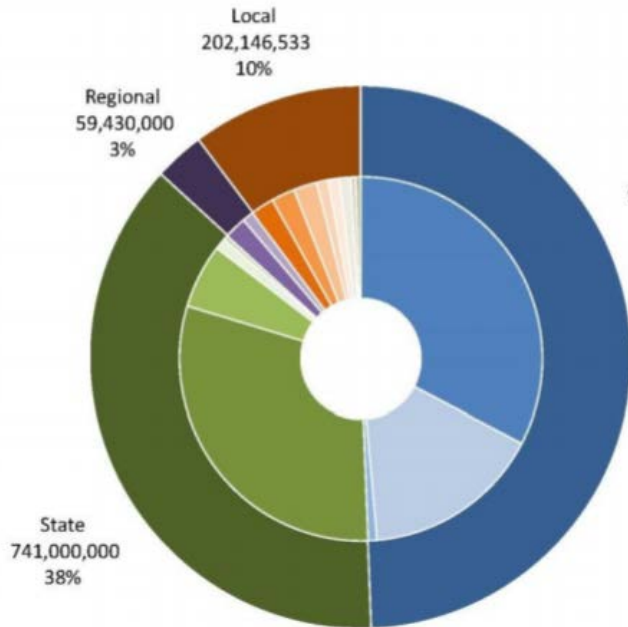
### CAPACITY

Short and long-term capacity growth potential, without degrading service



### SUSTAINABILITY

Replacing old diesel trains with new electric trains will reduce GHG and improve air quality




- SF Contribution, ~\$60M

- Joint Caltrain / FTA schedule workshops schedule late September - October

## PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC by December 2020
- Caltrain’s PTC system:
  - September 7, 2019: Revenue Service mainline
  - December 2019: Full Interoperability
  - Summer 2020: Safety Plan submitted for final approval
  - December 2020: Full System Certification

**KEY BENEFITS: IMPROVING SAFETY**



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

## BUDGET

Prop 1A - State	\$105,445
Prop 1B - State	\$29,753
Federal	\$96,635
Local	\$57,669
<b>Total</b>	<b>\$289,502</b>






## CALMOD CONTACT INFORMATION

**WEBSITE**  CalMod.org

**EMAIL**  CalMod@caltrain.com

**PHONE**  650-399-9659  
800-660-4287 (Toll Free)

**OFFICE**  2121 S. El Camino, Suite A-100  
San Mateo, CA 94403  
9 a.m. - 5 p.m. Monday - Friday

**FACEBOOK**  [www.facebook.com/caltrain](http://www.facebook.com/caltrain)

**TWITTER**  @caltrain



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SFMTA

# Subway Renewal

Transportation Authority Board

November 17, 2020

Julie Kirschbaum, Director of Transit

# Subway Infrastructure Challenges

## Known vulnerabilities:

- Splices, overhead line slow zones
- Aging track and switches from Embarcadero to Castro
- Outdated train control system
- Switch and signal system wiring
- Track stability/ballast in Twin Peaks tunnel
- Resiliency (e.g., aging back up power systems)

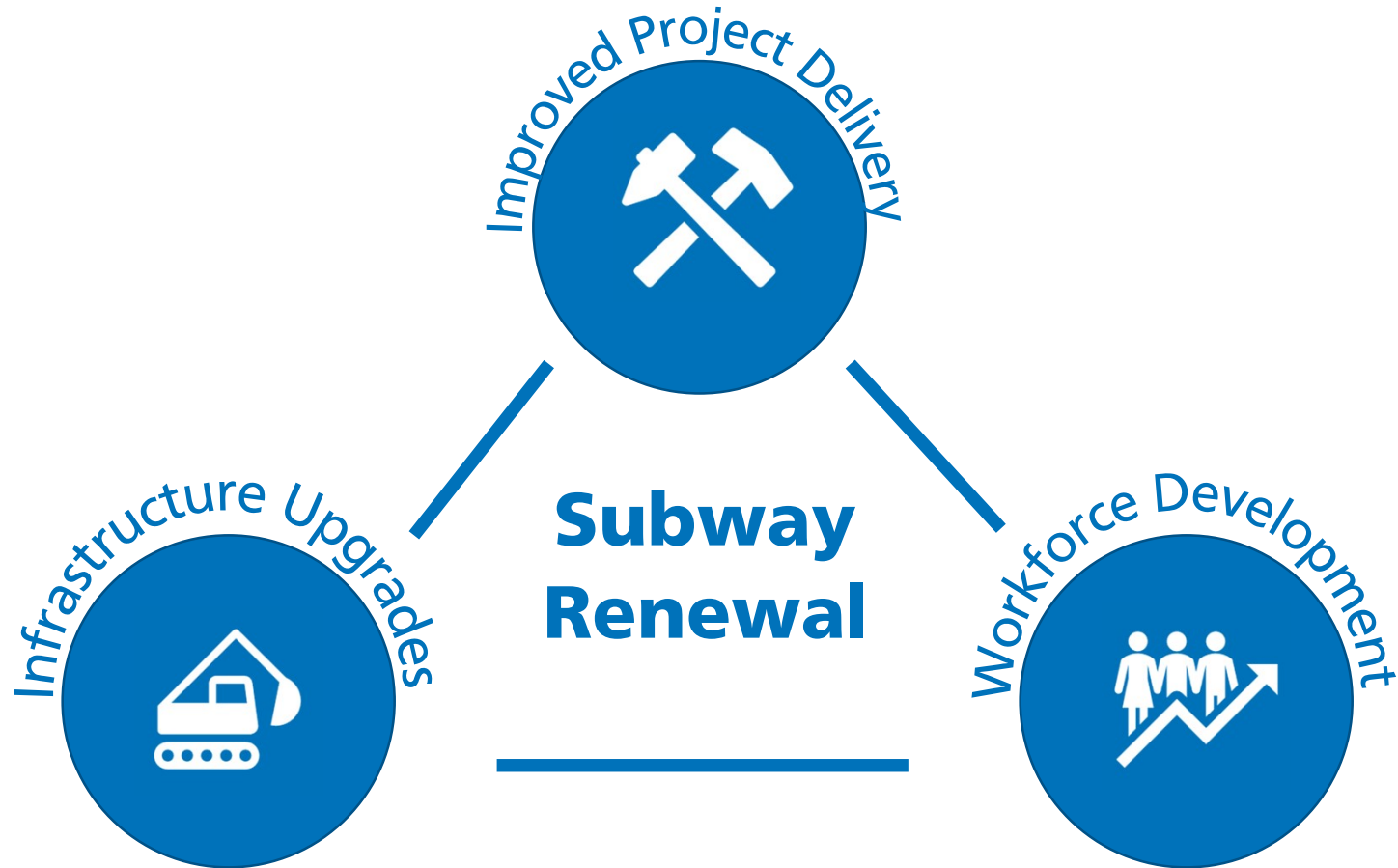
## Currently analyzing:

- Station systems – electrical, fire/life safety
- Traction power system for three and four car trains

# Recent Investments

- Escalator replacement
- Radio replacement
- Emergency “blue light “phone system replacement
- Upgraded passenger announcement system
- Track replacement and earthquake safety in Twin Peaks Tunnel
- Quarterly extended maintenance window (e.g., subway lighting f/Montgomery to VN)

# Comprehensive Program Needed



# Subway Renewal Program

- Subway work best addressed systematically, as a comprehensive work program
- Many elements are funded in 5-year capital plan, but as discrete, stand alone, items
- Capital investment approach also needs revamping to better integrate engineering and maintenance needs

# Major work underway will kick off long-term program

We can't eliminate all subway vulnerabilities in only a few months, but this shutdown will be a major down payment and focuses on critical work that is ready to go:

1. **Rail grinding** for a smoother, quieter ride and extended life of the rail
2. **Spot replacement of track fasteners and rails** in areas of higher wear and deterioration due to ground water
3. **Switch machine replacement** in Embarcadero pocket
4. **Eureka Curve ballast** replacement to provide increased stability to the rail and reduce maintenance
5. **Overhead lines work** including wire replacement to reduce splices, splice replacement and redesign of support structure to eliminate slow zones
6. **Upgrade Subway Lighting** to be completed to allow for improved visibility during maintenance work and emergency response



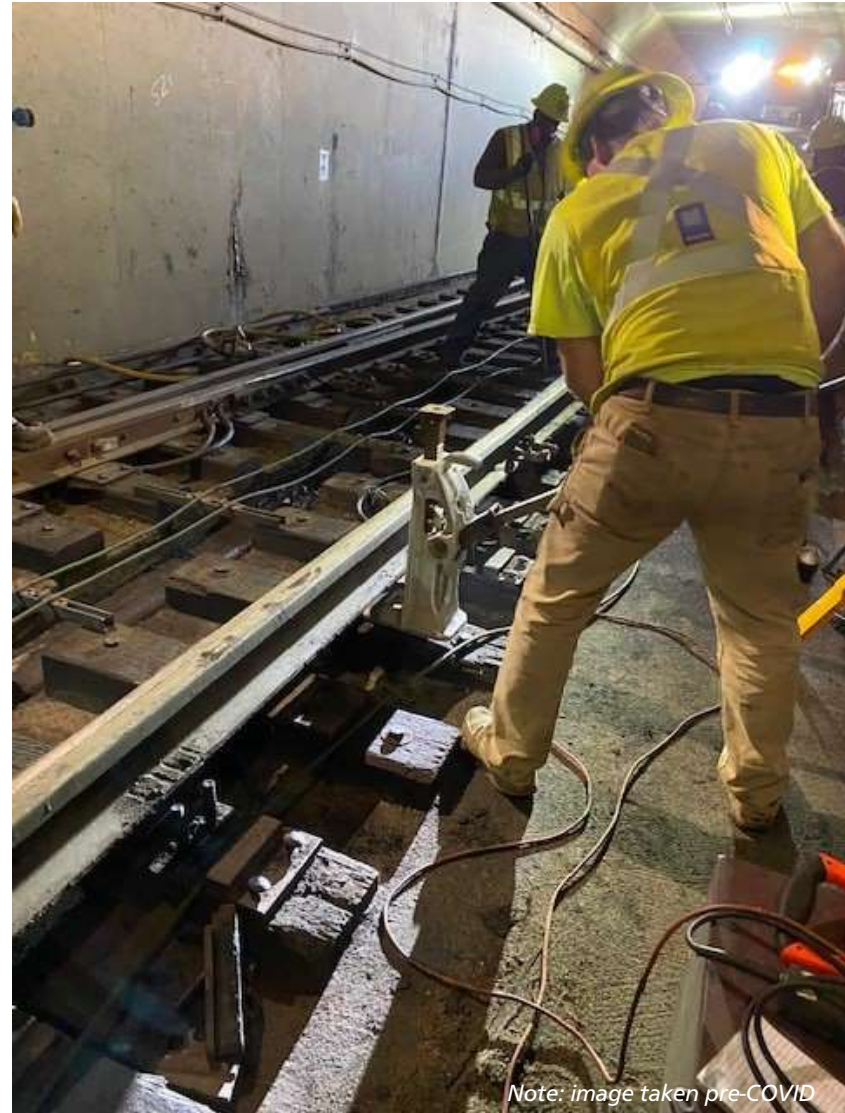
# Subway Shutdown

- Multi-disciplinary subway task force convened to scope and lead subway work
- Significant work already completed or underway, including new sections of overhead wire and splice replacement
- Emergency declaration to expedite Eureka Curve ballast work - expected subway duration dependent on getting contractor on board and mobilized
- Evaluating service enhancements to manage increased trips between now and early Spring

# Future Work

5 to 8 year effort:

- Remaining Tangent Track and Switch Replacement
- Crossover Replacement
- Electrical Systems in Subway Stations
- Ventilation System
- Power Upgrades
- Train Control



*Note: image taken pre-COVID*





Thank you



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## Memorandum

### AGENDA ITEM 10

**DATE:** November 13, 2020

**TO:** Transportation Authority Board

**FROM:** Hugh Louch, Deputy Director for Planning and  
Joe Castiglione, Deputy Director for Technology, Data and Analysis

**SUBJECT:** 11/17/20 Board Meeting: DMV Driverless Vehicle Testing Permit for Cruise in San Francisco and Update on Proposed California Public Utilities Commission Ruling on the Deployment of Drivered and Driverless Autonomous Vehicle Passenger Service

**RECOMMENDATION**    Information    Action

None. This is an information item.

**SUMMARY**

The California Department of Motor Vehicles (DMV) regulates the safe operation of autonomous vehicles (AV) and issues permits that authorize the testing and deployment of AVs on public roads with and without safety drivers. The California Public Utilities Commission (the Commission) regulates the testing and deployment of AV passenger services, where the applicant has received the appropriate underlying driving permit from the DMV. On October 15, 2020 the DMV granted a permit to Cruise, LLC to test driverless AVs within the limits of the City and County of San Francisco. The permit allows Cruise to test up to five vehicles on San Francisco streets with a speed up to 30 MPH in all conditions except heavy fog or heavy rain, both day and night. Also in October, the Commission released a Proposed Decision that would authorize the deployment of commercial AV Passenger Service with and without a safety driver for passenger service. The Proposed Decision follows a roughly year-long rule-making process, in which both the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) have participated. Both agencies also have commented on the current Proposed Decision, which will be heard by the Commission in the coming weeks. If adopted, AV providers in California would be able to apply for permits to provide passenger service with or without a safety driver and collect rider fees for these services.

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



## **BACKGROUND**

AVs have been being tested on California roads since 2014 under the DMV's Autonomous Vehicle Tester Program. This program, which authorizes manufacturers to test AVs with a trained human safety driver, has 59 permit holders in the state. Companies are not required to inform the City if they are testing with a safety driver, but at least Aurora, Cruise, Waymo, Uber, Lyft, and Zoox are testing, or have tested, in San Francisco.

In 2018, the DMV established the Autonomous Vehicle Driverless Tester Program for manufacturers to test AVs without a safety driver. Since the establishment of the Autonomous Vehicles Driverless Tester Program, five companies have received approval for driverless testing in California –AutoX Technologies Inc., Cruise LLC., Nuro Inc., Waymo LLC., and Zoox Inc. Only one company, Cruise, has received a permit for driverless testing in San Francisco.

In 2018, the Commission authorized two pilot programs for Autonomous Vehicles Passenger Service: Drivered AV Passenger Service and Driverless AV Passenger Service. The Drivered AV Passenger Service Pilot program allows testing of passenger service to members of the public with a driver behind the wheel. The Driverless AV Passenger Service Program allows for passenger service to be offered to members of the public without a driver in the vehicle, but with a communications link between passengers and remote operators. Under these programs, operators are required to submit quarterly reports and data to the Commission that include incidents and passenger miles traveled; test AVs that are zero-emission vehicles; and apply passenger safety protocols and other elements of passenger safety and consumer protection. There are seven approved operators under these programs: Zoox Inc., Auto X Technologies, Inc., Pony.ai, Inc., Aurora Innovation, Inc., Cruise LLC, Waymo LLC, Voyage Auto, Inc. These pilots do not allow fees to be collected for passenger service.

In December 2019, the Commission released an order instituting rulemaking for driverless AV passenger service and asked for feedback on several questions related to driverless passenger service. The SFMTA and the Transportation Authority filed joint responses to this request for comments in January, February, and March 2020. In October 2020, the Commission released a Proposed Decision that would establish the ground rules for commercial deployment of AV Passenger Service. The Proposed Decision would allow fares to be collected, allow shared rides, establish data and reporting requirements, establish a process that allows for public input, and identifies high level goals addressing passenger safety, improving transportation options for all, and reducing greenhouse gas emissions and air pollutants. The SFMTA and the Transportation Authority submitted comments on the Proposed Decision on November 5, and replied to comments on November 9, 2020. The Commission may consider approving the Proposed Decision on November 19, 2020.

## **DISCUSSION**

The California DMV Autonomous Vehicle Tester Program was established in 2014 to gather information about the efficiency and limitations of AVs.



As noted above, the DMV began the Autonomous Vehicle Driverless Tester Program in 2018. There are five approved operators—Autox Technologies Inc., Cruise LLC., Nuro Inc., Waymo LLC., and Zoox Inc. Permit approval for the Autonomous Vehicle Driverless Tester Program requires that manufacturers meet the following requirements:

1. Vehicles have been tested under controlled conditions that simulate the planned area of operation
2. Notify local governments of planned testing in the area including roads, days, times, and number and type of vehicles
3. Information to law enforcement and other first responders on how to interact with test vehicles
4. Vehicles have 2-way communication link between occupants and remote operator, that is trained on technology being tested
5. Continuous monitoring of the status of the test vehicle
6. Reporting for collisions within 10 days and disengagements from autonomous driving mode by the start of each calendar year
7. Evidence of insurance or bond equal to \$5 million
8. Certify that vehicles are capable of operating without a driver, meet Federal Motor Vehicle Safety Standards or have an exemption under the National Highway Traffic Safety Administration, and is an SAE Level 4 or 5 vehicle

**Cruise Driverless Testing and Operational Design Domain (ODD).** On October 15, 2020, Cruise LLC. (Cruise) received a permit from the DMV to test up to five driverless vehicles within San Francisco under the Driverless Vehicle Tester Program. In the program application, Cruise has outlined that all vehicles will be fully electric, will operate day and night, and will not operate during periods of heavy fog or rain or on streets with posted speeds above 30 mph. The geographic area includes the entire City and County of San Francisco. Cruise now has three permits from the state: a DMV permit to test driverless vehicles with a safety driver behind the wheel, a DMV permit to test a driverless vehicle without a safety driver, and a permit from the Commission to transport members of the public with a safety driver behind the wheel.

In early November, following some outreach to city officials, local first responders and some neighborhood groups, Cruise began testing vehicles during limited hours with one vehicle at night in one neighborhood. The SFMTA and Transportation Authority are interested in monitoring and providing input on Cruise's local testing plans, and in tracking safety data as well as obtaining information about any incidents.

Cruise vehicles use a Level 4 Automated Driving System (ADS). A level 4 ADS means that a vehicle can perform all driving functions without human assistance under the conditions



within the operational design domain, whereby a remote operator is able to take over control of the vehicle if necessary.

**Commission Proposed Decision Authorizing Deployment of Drivered and Driverless Autonomous Vehicle Passenger Service.** In 2019 and early 2020, the Commission asked for responses to a set of questions to guide the Proposed Decision to develop a CPUC Drivered and Driverless Passenger Service Deployment permit. The questions covered the topics of next steps for Regulatory Framework, goals for the program, operator data, definitions for service components, permits, passenger safety, driver regulations, and vehicle requirements. The SFMTA and the Transportation Authority provided responses to each question. A summary of Commission rulemaking and our responses is provided in Attachment 1.

The Commission released a Proposed Decision on October 15, 2020 that would set the initial parameters for issuing permits for commercial deployment of Drivered and Driverless AV Passenger Service. The Commission's Proposed Decision for driverless AV passenger service considered responses to questions and data from the seven approved vendors under the existing AV Drivered and Driverless Pilot Programs. Program data covers 600,000 driving miles over a year and three quarters worth of testing by permit holders. We note that this threshold is quite low as 600,000 miles is less than the number of miles driven by Transportation Network Companies (TNCs) only on San Francisco streets on a single pre-COVID Saturday. For context, almost 350 billion miles are driven on California roadways annually. Key elements of the Proposed Decision are summarized below:

**Service.** The Commission's decision would require the operator of any driverless passenger service to obtain relevant DMV permits, allow for monetary compensation for all rides, and allow for shared rides and fare splitting for all trips through the Driverless AV Passenger Service program. The ruling would also require authorization from the Commission and airports for airport operations. Note that there are no stated limits on the number of AVs that permit-holders could deploy on San Francisco streets.

**Deployment Goals.** The Proposed Decision by the Commission establishes four goals for the driverless AV Passenger Service program: protect passenger safety, expand benefits of AV technology to all communities, improve transportation options for all, particularly for disadvantaged communities and low-income communities, and reduce greenhouse gas emissions, criteria air pollutants, and toxic air contaminants, particularly in disadvantaged communities. The ruling defers setting a goal of street safety to the DMV permitting process and does not include goals related to city operations, planning, congestion, curb use, and transit, but does establish data requirements to inform these areas.

**Data and Reporting.** The Commission establishes requirements for specific data reporting and data management. Reporting is required on a quarterly basis, with a long list of specific datasets to be included in submitted reports. The required data includes aggregated and anonymized trip start/end location and times, vehicle miles traveled, safety incidents, WAV (Wheelchair Accessible Vehicle) service, fuel types, and customer feedback. It is assumed that





all data shared through the reporting requirements would be public, however a process is included to ensure data privacy when providers demonstrate legitimate trade secret or privacy concerns.

**Public Process.** The Proposed Decision establishes a process that permits public review and comment on applications and requires full Commission approval of each application for authority to offer Autonomous Vehicle Passenger Services (AVPS).

**SFMTA/Transportation Authority Comments on the Commission's Proposed Decision.** The SFMTA and Transportation Authority submitted comments and replied to comments on November 4th and 9th respectively, on the Proposed Decision. These comments and reply comments applauded the establishment of public goals to guide the AV Passenger Service programs and urged the following changes:

- Include a goal to ensure AV passenger services will provide equivalent services to people with disabilities, including wheelchair users
- Retain the Commission's proposed data reporting requirements, and amend the application and data reporting to allow effective assessment of permit holder performance in relation to the Commission's goals
- Document how the Commission's decision is supported by appropriate environmental review under the California Environmental Quality Act
- Retain the process that allows for public input

Our comments also stressed the importance of an incremental rollout of AV Passenger Service to allow time to assess the potential impacts of this new service. The Proposed Decision in its current form would allow for virtually unlimited deployment of AV Passenger Service on public roads. Under the Proposed Decision, service by a permittee could only be revoked if the DMV finds any act or omission of the manufacturer or one of its agents, employees, contractors or designees which the DMV finds makes the conduct of autonomous vehicle testing on public roads by the manufacturer an unreasonable risk to the public.

## **FINANCIAL IMPACT**

None. This is an information item.

## **CAC POSITION**

The CAC will be briefed on this information item at an upcoming meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Commission Rulemaking Questions and SFMTA/SFCTA Comments (2019, 2020)



**Attachment 1.  
Summary of Commission Rulemaking Questions and  
SFMTA/SFCTA Comments (2019, 2020)**

<b>Commission Question Area</b>	<b>Summary of SFMTA / SFCTA Comments</b>
<b>Goals</b> (safety, accessibility, equity/environment justice, congestion, climate)	Goals should be adopted to guide the development of AV Passenger Service, should align with existing State policies and goals as they relate to street and passenger safety, disability access, equity, congestion, and climate. The goals should be supported by a plan for how the permit holder will meet those goals. We suggested a detailed set of goals and metrics to be adopted by CPUC.
<b>Data</b> (reporting, availability/sharing)	Require detailed reporting as necessary to demonstrate performance in relation to the adopted goals. Make reporting public, the presumption should be that data should be available to the public unless companies can demonstrate why it is private, not the other way around.
<b>Public Agency Collaboration</b>	Support fare collection if AV providers partner with public agencies to test passenger service that demonstrates progress towards the Commission's goals.
<b>Definitions</b> (AVs, remote operators, personal vehicles)	Definitions should be consistent with precedent (e.g., AVs, accessibility per ADA).
<b>Permits</b> (new category designation, requirements, TNCs and AVs)	Create new regulatory category for AV Passenger Service, distinct from rules governing TNC services, given the unique nature of passenger services provided without a driver.
<b>Passenger Safety</b> (transport of minors, ride-splitting, communications links)	Require development of Passenger Safety Plans and allow for ride-sharing (including splitting of fares).
<b>Drivers</b> (Charter Party Carrier rules, use of contractors)	No modifications to existing rules are recommended.
<b>Vehicles</b> (insurance, inspections)	Develop inspection processes and plan that are specific to AVs - current rules are insufficient.