

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

AGENDA

Citizens Advisory Committee Meeting Notice

Date: Wednesday, December 2, 2020; 6:00 p.m.

Location: Watch https://bit.ly/3dN87ve

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 167 6272 # #

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

Members: John Larson (Chair), David Klein (Vice Chair), Nancy Buffum, Robert Gower, Jerry

Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, Sophia Tupuola

and Rachel Zack

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders, and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Citizen Advisory Committee (CAC) meetings will be convened remotely and allow for remote public comment. Members of the public are welcome to stream the live meeting via the meeting link provided above. If you want to ensure your comment on any item on the agenda is received by the CAC in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Wednesday, December 2, 2020, or call (415) 522-4800.

1. Call to Order Page

2. Chair's Report - INFORMATION

Nominations for 2020 Citizens Advisory Committee Chair and Vice Chair - INFORMATION

At the December 2 CAC meeting, nominations will be made for the CAC Chairperson and Vice-Chairperson for 2021. Per the CAC's By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (i.e. December 2, 2020) to be eligible for election at the first CAC meeting of the following year (i.e. January 27, 2021). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet. The



Page 2 of 3

due date is January 20, 2021. The Chairperson and Vice-Chairperson shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

Consent Agenda

4.	Approve the Minutes of the October 28, 2020 Meeting - ACTION*	5
5.	Approve the 2021 Citizens Advisory Committee Meeting Schedule - ACTION*	17
	Per Article IV, Section I of the CAC's By-Laws, the regular meetings of the CAC are held on the fourth Wednesday of the month at 6:00 p.m. at the Transportation Authority's offices. Special meetings are held as needed (e.g. due to holidays or other time constraints). The draft 2021 Transportation Authority meeting schedule is attached, with proposed CAC meeting dates for approval and Board and Committee meeting dates included for reference. Note we will continue to meet virtually while shelter-in-place and other related orders and directives remain in place.	
End o	of Consent Agenda	
_		

Adopt a Motion of Support to Allocate \$22,726,605 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Six Requests - ACTION*

Projects: (SFMTA) Replace 30 30-foot Hybrid Motor Coaches (\$16,195,602), Potrero Yard Modernization (\$5,848,403)(tentative), District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] (\$132,600), Excelsior Neighborhood Traffic Calming (\$550,000), Page Street Neighborway (\$144,005)(Webster to Market), (SFPW) Joice Alley Lighting Improvements (\$90,000)

- 7. Adopt a Motion of Support to Approve \$1 million in Former Central Freeway Parcel Revenues for the Page Street Neighborway Project - ACTION*
- 8. Adopt a Motion of Support to Adopt the 15 Third Bus Study Final Report ACTION*
- 9. Adopt a Motion of Support to Appropriate \$550,000 in Prop K Funds, with Conditions, for the Downtown San Francisco Congestion Pricing Study ACTION*
- Update on Bay Area Seamless Transit Efforts INFORMATION*
- 11. Curb Management Strategy INFORMATION*

101

Other Items

12. Introduction of New Business - INFORMATION

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

- 13. Public Comment
- 14. Adjournment

^{*}Additional Materials



Page 3 of 3

Next Meeting: January 27, 2021

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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

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

[this page intentionally left blank]





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

DRAFT MINUTES

Citizens Advisory Committee

Wednesday, October 28, 2020

1. Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

Present at Roll Call: Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, Sophia Tupuola, and Rachel Zack (11)

Absent at Roll Call: (0)

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Hugh Louch, Britney Milton, Mike Pickford, Eric Young and Luis Zurinaga (consultant).

2. Chair's Report - INFORMATION

During the Chair's Report, Mr. Larson reported that the Downtown Congestion Pricing Policy Advisory Committee will be meeting virtually the following week at 6 p.m. He shared that the agenda included the congestion pricing options under consideration and a summary of what has been heard from feedback, and said more information could be found at sfcta.org/downtown.

Chair Larson announced that 2020 marks the 30th anniversary of San Francisco's half-cent sales tax for transportation. He thanked the voters on behalf of the agency and the Citizens Advisory Committee (CAC) for their foresight in approving the implementation of a half-cent sales tax in 1989, followed by the flow of the first dollars in 1990. He continued by sharing that at that time, a group of citizens saw what was happening nationally with the federal government reducing its role in infrastructure and transit, embracing the idea that a dedicated local source of revenue was necessary to support ongoing transportation improvements across the city.

Chair Larson shared that the half-cent sales tax, renewed by voters in the form of Prop K in 2003, is even more crucial now as federal and state contributions have declined as an overall percentage of transportation funds over the years. He added that over the past 30 years, the Transportation Authority has allocated more than \$1.3 billion in half-cent sales tax funding, and on average, every dollar in half-cent sales tax funding leverages \$4 - \$7 in additional federal, state, or other funding. Chair Larson continued on to state that the money has touched every neighborhood, supporting some efforts that transformed the city as well as projects that may have been smaller but also made a big difference in people's lives.

Page 2 of 11

Chair Larson introduced, Eric Young, Director of Communications, who gave a quick presentation of the Sales Tax Stories microsite (www.sfcta.org/stories). Mr. Young also thanked the CAC for their role in helping to oversee implementation of the sales tax program and for helping to identify persons who could be interviewed for the project.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the September 23, 2020 Meeting ACTION
- 4. Citizens Advisory Committee Appointment INFORMATION
- 5. State and Federal Legislation Update INFORMATION
- 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2020 INFORMATION
- 7. Update on the Caltrain Modernization Program INFORMATION

During public comment Edward Mason made a comment regarding the Caltrain Modernization program. He said in the October 16th Almanac from Menlo Park, there was an opinion piece that said that the original estimated cost of the electrification project was \$800 million but is now over \$3.2 billion. The opinion piece also mentioned an incompetent contractor in Colorado (which Mr. Mason said was referenced in the staff report) and that there is no money in the project for grade separations for high speed rail.

Luis Zurinaga, project management oversight consultant with the Transportation Authority, responded that the cost of the project is under \$2 billion. He said a long, long time ago the cost was \$800 million, but as often happens the cost increased over time [from inception to construction]. With respect to the grade separation comment, Mr. Zurinaga stated that it was never a part of the Caltrain electrification project. He explained that grade separations are addressed through a separate program that is carried out by the different municipalities.

Peter Tannen moved to approve the minutes, seconded by Robert Gower.

The minutes were approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)

Absent: (0)

End of Consent Agenda

8. Adopt a Motion of Support to Allocate \$745,651 in Prop K Sales Tax Funds with Conditions for Three Requests - **ACTION**

Mike Pickford, Senior Transportation Planner, presented the item.

David Klein commented that curbside pickup zones authorized under the Shared Space program seemed to primarily benefit companies operating in the curb zone doing pickups, such as food delivery companies, and said that the study should be funded by private companies rather than public funds.



Page 3 of 11

Francesca Napolitan, Curb Access Manager with SFMTA, responded that there has been an increase in e-commerce and food delivery services under COVID-19, but the zones also serve residents in their personal vehicles. She said that it would be ideal to get private funding, though SFMTA cannot require it. She said SFMTA staff have been working in partnership with the companies doing food delivery to get a more comprehensive data set to supplement this effort.

Hank Wilson, Parking Policy and Planning Manager with SFMTA, said that the Shared Spaces program has been entirely driven by local businesses submitting applications, and that the curbside pickup zones and the Shared Spaces program overall is a business-supporting project.

David Klein said that it seemed like massive revenue was being made by these private food delivery companies by squeezing revenues from small businesses. He said that with the amount of investment being made, it was difficult to imagine spending taxpayer money to help venture capitalists, unless SFMTA could provide statistics indicating a significant portion of pickups is from residents of San Francisco.

Robert Gower asked for more information on the prioritization process for shared spaces and said there was a positive safety benefit to cyclists to the extent that the spaces prevent double-parking by providing room for cars to pull fully out of traffic lanes.

Ms. Napolitan responded that under the current program, anyone requesting a space is granted one, barring a few considerations, such as fronting a bus stop or disabled parking zones.

Rachel Zack commented that traffic has been down during the COVID-19 pandemic, and the pandemic did not seem to be a reason for businesses to open up more space, because parking is available in the City currently. She said that another CAC member brought up safety and asked if there was data showing that loading policies are being adhered to and if double-parking decreases on streets with curbside loading zones.

Ms. Napolitan responded that SFMTA does not currently have that data, and that the subject of this allocation request would serve as that evaluation effort as it is designed to answer specific questions about the impacts of the curbside loading zones. She also said that in past projects that focused on curb management, there was a reduction in double-parking when loading space was provided. She said the evaluation of a pilot project on Valencia Street showed this general trend. She said that the evaluation project under CAC consideration is intended to help SFMTA understand if these zones are working and the impacts they are or are not having.

Kevin Ortiz said he wanted to know how many of the curbside pickup zones also had outdoor dining space, to be cognizant of public space and how it is being utilized.

Ms. Napolitan responded that anecdotally dining had been impacting pickup, not the other way around. She said there were many more outdoor dining permit requests than curbside pickup requests. She offered Chestnut Street as an example, saying that it was almost full of outdoor dining areas, which was exacerbating curbside pickup issues. She said she hopes the evaluation study would help SFMTA to better understand the interaction between dining and pickup.

Page 4 of 11

Ms. Thoe noted that the scope indicated it was only focused on pickup zones created under the Shared Spaces program. She encouraged SFMTA staff to look beyond the Shared Spaces program and to look at the curb space that already exists as loading zones. She said that a senior living facility in her neighborhood has a loading zone in front of it that is used by delivery drivers to pick up from the restaurant next door. Ms. Thoe said that she thought that these pickup zones seemed to be a response to bad behaviors such as double-parking. She said she would like to build into the data analysis proposals for how delivery companies could pay their fair share for problems they are causing on city streets, including safety issues and the staff time expended to address these issues.

Ms. Napolitan responded that this evaluation request came out of the SFMTA's Curb Management Strategy, which took a high-level look at curb space allocation. She said that over 90% of curb space in the City was allocated to private vehicles, and that even before the pandemic this did not align with goals around more active uses. She said that this evaluation was more of a response to how the City has allocated curb space and how to use the curb to alleviate issues, such as double parking.

Peter Tannen said that curbside pickup zones were not the only type of new use for curb space under the Shared Spaces program. He asked if there would be a study considering the impact of other uses of curb space, such as dining.

Ms. Napolitan responded that a multiagency collaboration with Office of Economic and Workforce Development, SFMTA, SF Planning, Public Works, and the Entertainment Commission is involved in the approval of dining zones. She added, that this group is figuring out how to evaluate the program, which will likely occur next year. Ms. Napolitan shared that evaluation may include surveys, talking to businesses, and talking to residents to understand how well the program is meeting different needs of users. Chair Larson said that in some neighborhoods parking has not been easier during the pandemic, and he appreciates the space dedicated for pick up.

There was no public comment on this item.

Mr. Klein moved to amend the item to sever the Curbside Pickup Zones Pilot Evaluation allocation request from the other requests. Mr. Ortiz seconded.

Nancy Buffum commented that the robust discussion during the meeting was a reason to approve the request, in order for the CAC to direct the questions being asked through the study.

Mr. Gower, Mr. Tannen, and Ms. Zack all expressed agreement with Ms. Buffum.

Ms. Thoe requested a presentation on SFMTA's Curb Management Strategy at a future CAC meeting, and said she supported severing the item and having a more in-depth conversation about the overall strategy.

Mr. Klein commented that it was a mistake to believe that delivery companies would share any information with SFMTA. He said he would be more amenable to the allocation request if the cost was shared with the private companies using the space.

Mr. Gower commented that he would like more discussion on SFMTA's Curb Management Strategy as a whole in order to inform this study moving forward.



Page 5 of 11

Anna LaForte, Deputy Director for Policy and Programming, noted that permits issued through the Shared Spaces program were scheduled to expire and expressed the need for timely data gathering while balancing the CAC's need to have a robust discussion of the overall strategy. She added that staff have been working to get an update on the Curb Management Strategy to the CAC and Transportation Authority Board.

Ms. Napolitan explained that curbside pickup zone permits are set to expire June 30, 2021, and it is unclear if the program will continue and in what form. She said that the need for this evaluation existed before the pandemic and Shared Spaces program, and that collecting this data now will inform long term recommendations for the regulation of curb space.

Mr. Wilson added that SFMTA was originally planning to seek funding for evaluating all types of loading zones, but then the pandemic hit and there was suddenly a large number of curbside pickup zones spread throughout the City. He said SFMTA pivoted because the program was so large, with so many businesses requesting permits. He added that instead of asking for funds to study all types of loading zones, SFMTA decided to focus on evaluation of Shared Spaces, as they are set to expire in June, and on the opportunity to study them exists now.

Ms. Thoe appreciated the additional context provided and said it would have been helpful to have had all of this information about curb management in a presentation on this item from the beginning. She said that she was now willing to recommend approval of the item and requested that SFMTA return to the CAC to provide a holistic presentation on its curbside program.

Chair Larson commented that the discussion served as a reminder that they are in a data gathering moment, with businesses engaged, and the Shared Spaces requests were the driving force behind changes to the curb space. He said he would like SFMTA to gather more information through this evaluation.

Chair Larson called for a vote on the motion made by Mr. Klein and seconded by Mr. Ortiz to sever the Curbside Pickup Zones Pilot request from the other two requests, seconded by Kevin Ortiz.

The motion to sever the Curbside Pickup Zones Pilot request from the other two requests failed by the following vote:

Ayes: CAC Members Klein, Levine, Ortiz, Tupuola (4)

Nays: CAC Members Buffum, Gower, Larson, Liu, Tannen, Thoe, Zack (7)

Absent: (0)

Robert Gower moved to approve Item 8 as recommended by staff, seconded by Rachel Zack.

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Larson, Liu, Tannen, Thoe, Zack (7)

Nays: CAC Members Klein, Levine, Ortiz, Tupuola (4)

Page 6 of 11

Absent: (0)

9. Adopt a Motion of Support to Adopt the Portsmouth Square Community Based Transportation Plan Final Report - ACTION

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

Jerry Levine asked about the time frame for when the bond funding becomes available for the project.

Mr. Louch replied that he doesn't have the exact timing of the bond, as it doesn't directly fund the plan recommendations, but it is anticipated to fund the larger redesigned Portsmouth Square project.

Mr. Levine asked what the time frame is for the current phase of the project.

Mr. Louch replied that this is the end for the Transportation Authority-led plan. He added that the Portsmouth Square re-design project Is under environmental review and is completing design work. He added that they have coordinated with the Recreation and Parks Department to ensure they have the findings, and after it is adopted they will incorporate most of the recommendations and then incorporate them into their final design.

Mr. Levine asked if there was a time estimate for implementation.

Mr. Louch guesstimated that since the design and environmental review are very much under way, implementation could be less than two years away. He said the report recommendations before the CAC tonight represent a near-term implementation opportunity.

Peter Tannen shared that he is familiar with the area and is impressed with the many things that were considered in order to help the area function better. Mr. Tannen also asked what picture is shown on the cover of the report.

Mr. Louch replied that it is an abstractly rendered photo of Portsmouth Square.

Sophia Tupuola commented on the ambassador program, saying that she would like to make sure the hiring process is preferential to the neighboring residents. She stated that this is another way that projects can be equitable and serve the communities that they are in.

Chair Larson asked staff if there is a website at Recreation and Parks Department that has the rendering of the overall project. He asked if it could either be placed on the website or be sent out to the CAC so that they have a better overview. Mr. Larson added that he has walked around Portsmouth Square and to see something being done is fantastic. He also observed that it is not the most user friendly space to get into, so improving the pedestrian experience would be appreciated.

Director of Communications, Eric Young, provided a website link for the Portsmouth Square Improvement Project in the chat: sfrecpark.org/1166/Portsmouth-Square-Improvement-Project.

During public comment Edward Mason stated that the casino buses require strict enforcement and should be controlled by the SFMTA aggressively. He added that the casino buses are like taxi cabs and there should be a franchise fee associated with it.



Page 7 of 11

Mr. Louch acknowledge that the issues around casino buses and vehicles use of the street is much bigger than what's observed just in this one square block. He added that the comments are useful and will be passed on to SFMTA staff.

Peter Tannen moved to approve item 9, seconded by Nancy Buffum.

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)

Absent: (0)

Adopt a Motion of Support to Oppose the Plan Bay Area 2050 Final Blueprint Telecommute Mandate Strategy - ACTION*

Michelle Beaulieu, Principal Transportation Planner, Government Affairs, presented the item.

Chair Larson asked a procedural question regarding the impact of the CAC's vote on the item given that the resolution was approved on first read by the board a day before.

Maria Lombardo, Chief Deputy Director, answered, clarifying that when the CAC agenda was created, staff did not know if the item would be approved by the Board on its first read. Ms. Lombardo added that an approval by the CAC, if they choose to act, would show stronger support for the resolution.

Stephanie Liu noted that she watched the Metropolitan Transportation Commission (MTC) meeting discussing this 60% telecommuting mandate. Ms. Liu stated that many meeting attendees commented on the negative impacts of the mandate, including biking and walking, and requested that the mandate be re-written. She noted that MTC staff stated that the 60% telecommuting mandate was only a high-level title and that these concerns could be addressed in the policy details. Ms. Liu also mentioned that when members of the public suggested the use of trip caps or other incentives, staff responded that this 60% telecommuting mandate was the only way they could meet the greenhouse gas emission reduction target. Ms. Liu asked for more clarification.

Ms. Beaulieu replied that if the Plan Bay Area 2050 is not able to demonstrate how the Bay Area will achieve the state-mandated 19% GHG reduction by 2035, the region will be ineligible for certain state funding programs such as the Solutions to Congested Corridors program and other Senate Bill 1 funding. Ms. Beaulieu added that the Bay Area would be the first region in the state not able to demonstrate how it could reach this target. She also mentioned that with the outpouring of opposition to the telecommuting mandate, MTC staff and commissioners are brainstorming alternatives. Ms. Beaulieu stated that though the plan was approved with this strategy included, the MTC Planning Committee Chair did ask MTC staff to consider alternatives and bring them back to the Commission.

Ms. Liu asked about the purpose of this resolution.

Ms. Beaulieu answered that the resolution asks MTC to consider specific actions, such as renaming the strategy and exploring other transportation demand management

Page 8 of 11

alternatives that can achieve the desired GHG reduction without the negative impacts of the telework mandate as currently written. Ms. Beaulieu added that this resolution would add San Francisco's voice to the opposition, strengthening the city's position. She noted that the last item in the resolution recommends MTC explore specific alternatives such as land use changes and halting highway expansion projects.

Jerry Levine moved to approve item 10, seconded by Danielle Thoe.

The item was approved by the following vote:

Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Danielle Thoe, Tupuola, Zack (11)

Absent: (0)

11. Major Capital Project Update - Better Market Street - INFORMATION

Cristina Olea, San Francisco Department of Public Works project manager, presented the item.

Rachel Zack commented that the bricks in the sidewalks were challenging for people with disabilities and that the benefits from the revised design would not be shared by all San Franciscans. She said that the mixed flow travel lane would not have the safety and mode-shift benefits compared to the sidewalk level bikeway and that there were reliability risks with having only one lane for Muni. Ms. Zack said the old design had more public outreach than the updated proposal and many stakeholders agreed that the new proposal would not meet the goals of the project. She asked what funds were lost that prompted the redesign of the project, what project alternatives were available, and what was planned for public engagement to ensure that the project met the public's expectation for the project moving forward.

Ms. Olea responded that no funds were lost to the project and the issue was with the previous funding gap. She said the new design for Phase 1 from 5th to 8th streets was within the budget and left about \$30 million available for the F-Loop or other future phases. She said that for the overall project, the expectation that San Francisco would be able to find additional funds to close the funding gap had diminished because of the COVID-19 pandemic. Ms. Olea shared that the project team tried to match the design to the available funding.

With respect to alternatives, Ms. Olea said that this was the best design to move forward. She continued by stating that it allowed the project team to meet the funding deadlines and provided the biggest benefits in the near term. She explained that for transit operations, the stop spacing would be in line with the rapid spacing, the project included larger center boarding islands, which would provide accessibility and more space for buses to stop She added that a buffer would be installed between travel lanes, and that though the bike lane was not the sidewalk level bikeway that was originally envisioned, the number of vehicles in the curb lane would be reduced by about 75%. She said the design would improve safety, compared to existing conditions. Ms. Olea shared that sidewalk work was deferred and the intent was to replace it when the overhead contract system (OCS) poles were replaced. She explained that they were dependent on Muni's Transportation Recovery Plan and this design allowed for the assessment of the project and transit after the pandemic.

Page 9 of 11

With regard to outreach, Ms. Olea said there was a two-week virtual open house and two live meetings planned for November 4 and November 9 with a presentation and question and answer session.

Ms. Zack asked what would happen following the outreach and if it would lead to project alternatives.

Ms. Olea responded that it would depend on the input. She provided an example of hearing from the San Francisco Bike Coalition (SFBC) and bicycle advocates that the shared curb lane alone was not enough and with that they added a painted buffer, mountable curb and speed tables. She said the design of Muni center lanes and shared curb lanes were a set design, but there were opportunities to add treatments that did not require moving the curb line.

Robert Gower said the redesign was a major loss for the project. He said he did not see an improvement for bicyclists having to share a lane with motorists. With respect to traffic flow and bicyclist safety, he asked for more information on the study that found that the 8-foot-wide sidewalk bikeway was insufficient compared to bicyclists sharing an 11-foot-wide lane with motorists. He shared Ms. Zack's concerns about the sidewalk and expressed concern about the business community and asked about their feedback to the proposal. He asked about the safeguards to ensure that other major elements of the projects were not eliminated, such as the F-Loop. He said the proposal was a large expense with minimal benefits.

Ms. Olea highlighted that the project description was not changed in the environmental documents and the improvements could still be implemented in the future. She said the F-Loop was a priority for the City, and it was scheduled to be the next phase of the project, adding that it was part of the federal BUILD grant agreement. She said they had to reprogram the BUILD grant because the F-Loop design was delayed at the time of obligation, but as a condition of award, they must start construction of the F-Loop by June 2025. She noted that they anticipated starting in 2024

Britt Tanner, SFMTA project manager, said they looked at best practices from other cities and noted the Crow Design Manual for Bicycle Traffic from the Netherlands and Massachusetts Department of Transportation's (MassDOT's) separated Bike Lane Planning & Design Guide, which provided width recommendations based on bicycle volume. She said that both documents recommended a bike lane of more than 11 feet with bicycle volumes over 750. She said there were 820 bicyclists counted on the morning of January 7, 2020, prior to Car-free Market Street, and they determined that an 8 foot wide cycle track would be an insufficient width particularly with the 5 foot wide pinch points which would not allow for side by side biking or passing.

Mr. Gower asked what study was conducted that determined that the bicyclists should be on the road sharing a lane with motorists.

Ms. Tanner said they also counted vehicles the same day in early 2020 and found that the volumes were low for commercial, non-Muni transit, paratransit, and taxi vehicles, which were the only vehicles allowed on Market Street. She said 44 was the highest number of vehicles counted in an hour and that did not account for commercial vehicle restrictions in peak hours in the peak direction. Ms. Tanner said that based on



Page 10 of 11

the numbers, bicyclists would heavily outnumber the other modes on the roadway and, combined with the speed tables and mountable curb, there would be a traffic calming affect which would improve safety, making Market Street a bicycle and transit priority street.

Mr. Gower asked if the conclusion was that the 11-foot shared lane would be safer than the 8-foot-wide sidewalk level cycle track.

Ms. Tanner said the 8-foot-wide sidewalk level cycle track would be safer but would not be appropriate since it would not accommodate the bicycle volumes on Market Street. Ms. Olea added that because the sidewalk level bikeway would not have accommodated the bicyclists, there would have been people biking in the curb lane.

Danielle Thoe shared her concern on disability access to the center lane transit boarding island and said an elongated island would make it difficult for someone with mobility issues to know where to wait for the bus and would also extend the path of travel to the sidewalk. She expressed concern about the narrative of the sidewalk level bikeway compared to the shared lane. She said it was her understanding that the curb lane would always be a shared lane for bicyclists, so this new design would reduce the overall space available for bicyclists. Ms. Thoe said that a safe and separated sidewalk level bikeway would help increase the number of bicyclists and that the redesign happened soon after the shelter in place prior to knowing the impacts on the budget. Ms. Thoe mentioned that the project team made a large change to the project before knowing the election results, including the priorities of the new administration and the funding that may be available through COVID-19 recovery. She hoped that the project could be paused until more information was known about future funding and outreach. She added that she was a project manager who worked on a rehab project on the 1000 block of Market Street and they received various responses from SFPW on whether they needed to factor in sidewalk replacement. She said she reached out to the project team four times in the last three months and it was a challenge to not know the project status. She mentioned that they still did not have the sidewalk improvement permits for the project, which could potentially delay the rehab project. She said it was critical to conduct business outreach and to respond to people trying to understand the construction process and timeline.

Peter Tannen asked a series of questions including if bicycle friendly grates would be installed, what the quality of the sewer and water facilities were, and why the increase of bicyclists on Market Street was not expected and anticipated in the original design.

Chair Larson said this may have been a missed opportunity to coordinate construction along Market Street and that if buildings were constructed with the old sidewalk design, the sidewalk would have to be reconstructed in the future.

Ms. Olea said they had funding problems prior to COVID-19. She said the project continued to grow over the last several years as each of the departments included infrastructure and state of good repair work in addition to the project enhancements, which resulted in a project cost over \$600 million. She said the agency directors advised the project team to reevaluate the project based on the budget projections due to COVID-19. She said an email was sent in April 2020 to the stakeholders, community advisory committee, the Board of Supervisors and the Mayor's Office to inform them of the need to reevaluate the project. Ms. Olea said it took about five

Page 11 of 11

months to assess the infrastructure to determine what needed to be replaced and what still had useful life. She said the agency directors did not think they could wait any longer and wanted the construction phase to move forward, building on the success of the Quick Build project and Car-Free Market Street. She said the redesign was not the project they envisioned, but it maintained the forward momentum and did not preclude future improvements. Ms. Olea said that the transit boarding island improvements would provide the expected benefits to transit performance and service. She mentioned coordinating with the accessibility working group with the Mayor's Office on Disability and the disability access coordinators at SFPW and SFMTA, to assess repairing the joints to improve sidewalk access. With respect to the sewer and water improvements, the infrastructure was updated when the BART and Muni stations were constructed.

Chair Larson asked Ms. Olea to provide a written response to the remaining questions to provide time for public comment.

During public comment, Roland Lebrun sent documentation including videos and design standards for cycle superhighways from an example in London, which showed how they implemented a similar design and said he hoped the city hadn't started from scratch on developing the concept.

During public comment, Janice Li, SFBC Advocacy Director, said the Bicycle Coalition expressed a strong reservation based on the revised proposal and said that they submitted a letter along with the San Francisco Transit Riders and Walk SF expressing opposition.

During public comment, Edward Mason noted how the project had grown in size and cost over the years and recommended that the project team cautiously proceed and should also assess the projected activity downtown.

12. Update on Bay Area Seamless Transit Efforts - INFORMATION

Chair Larson continued this item due to time constraints.

Other Items

13. Introduction of New Business - INFORMATION

Chair Larson suggested a curb management strategy update be agendized for a future meeting.

Kevin Ortiz expressed interest in identifying a new revenue stream or streams for a free Muni program, and asked for a resolution to be drafted for the next CAC meeting to urge the Transportation Authority to include this as a priority in its work program.

14. Public Comment

During public comment Roland Lebrun shared his concerns about meeting audio delays, and suggested adding a timer to the public comment slide so that callers can track how much time they have left.

15. Adjournment

The meeting was adjourned at 8:52 p.m.

[this page intentionally left blank]





Proposed 2021 Regular Transportation Authority Meeting Schedule

Subject to change. Please see our website (<u>www.sfcta.org/meetings</u>) for the most up to date information.

January			
Board	Tuesday	Jan. 12	10:00 a.m.
Board	Tuesday	Jan. 26	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jan. 27	6:00 p.m.
February			
Board	Tuesday	Feb. 9	10:00 a.m.
Board	Tuesday	Feb. 23	10:00 a.m.
Citizens Advisory Committee	Wednesday	Feb.24	6:00 p.m.
March			
Board	Tuesday	Mar. 9	10:00 a.m.
Board	Tuesday	Mar. 23	10:00 a.m.
Citizens Advisory Committee	Wednesday	Mar. 24	6:00 p.m.
Board of Supervisors Recess TBD – No M	Meetings		·
April			
Board	Tuesday	Apr. 13	10:00 a.m.
Board	Tuesday	Apr. 27	10:00 a.m.
Citizens Advisory Committee	Wednesday	Apr. 28	6:00 p.m.
May		·	•
Board	Tuesday	May 11	10:00 a.m.
Board	Tuesday	May 25	10:00 a.m.
Citizens Advisory Committee	Wednesday	May 26	6:00 p.m.
	vvednesday	Way 20	0.00 p.m.
June			40.00
Board	Tuesday	Jun. 8	10:00 a.m.
Board	Tuesday	Jun. 22	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jun. 23	6:00 p.m.
July			
Board	Tuesday	Jul. 13	10:00 a.m.
Board	Tuesday	Jul. 27	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jul. 28	6:00 p.m.
August			
Board of Supervisors Recess TBD – No N	Meetings		
September			
Citizens Advisory Committee	Wednesday	Sep. 1	6:00 p.m.
Board	Tuesday	Sep. 14	10:00 a.m.
Board	Tuesday	Sep. 28	10:00 a.m.
Citizens Advisory Committee	Wednesday	Sep. 22	6:00 p.m.



Proposed 2021 Regular Transportation Authority Meeting Schedule

Subject to change. Please see our website (<u>www.sfcta.org/meetings</u>) for the most up to date information.

October

Board Board Citizens Advisory Committee	Tuesday Tuesday Wednesday	Oct. 12 Oct. 26 Oct. 27	10:00 a.m. 10:00 a.m. 6:00 p.m.
November			
Board	Tuesday	Nov. 9	10:00 a.m.
Board	Tuesday	Nov. 16	10:00 a.m.
December			
Citizens Advisory Committee	Wednesday	Dec. 1	6:00 p.m.
Board	Tuesday	Dec. 7	10:00 a.m.
Board	Tuesday	Dec. 14	10:00 a.m.

Board of Supervisors Recess TBD – No Meetings

Transportation Authority General Schedule

Citizens Advisory Committee

Meets regularly every 4th Wednesday at 6:00 pm in the Transportation Authority Hearing Room

Personnel Committee

Meets at the call of the Chair in City Hall

Transportation Authority Board

Meets regularly every 2nd and 4th Tuesday at 10:00 am in City Hall Room 250

Treasure Island Mobility Management Agency (TIMMA) General Schedule

TIMMA Committee

Meets on a quarterly basis in City Hall

TIMMA Board

Meets on a quarterly basis in City Hall

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

Memorandum

AGENDA ITEM 6

DATE: November 25, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 12/02/2020 Board Meeting: Allocate \$22,726,605 in Prop K Sales Tax Funds and

\$234,005 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Six

Requests

RECOMMENDATION	\square Information		□
Allocate \$22,726,605 in Pro Municipal Transportation A	•	Francisco	⊠ Fund Programming
 Replace 30 30-foot Hyb Potrero Yard Moderniza 	•		□ Policy/Legislation
3. District 7 FY20 Participa		•	□ Plan/Study
(\$132,600) 4. Excelsior Neighborhoo	d Traffic Calming (\$55	50,000)	□ Capital Project Oversight/Delivery
Allocate \$144,005 in Prop	AA funds to the SFMT	A for:	
5. Page Street Neighborw	ay (Webster to Marke	t)	☐ Budget/Finance
Allocate \$90,000 in Prop A (SFPW) for:	A funds to San Francis	sco Public Works	Contract/Agreeme
6. Joice Alley Lighting Imp	orovements		
SUMMARY			□ Other:
Attachment 1 lists the requisive supervisorial district(s). Attachment of the projects. Attachment The recommendation to fur project is tentative pending analysis to support the use project delivery method via Transportation Authority Boreplacement of the Potrero efficient bus maintenance of SFMTA's electric trolley and Bus Yard Component will be including capacity for bus so concept also includes a Reswith up to 7 additional lever mixed-income and market floor. SFMTA staff will attended to the present on the proposed of	achment 2 provides a 3 contains the staff rend the Potrero Yard May demonstration of a key of the proposed joint a a presentation at an exact meeting. The proposed joint a presentation at an exact meeting. The proposed joint a presentation at an exact proposed with a cility. The new facility of future battery-electrose a multi-level bus facility are a multi-level bus facility and commentations are units and active units and active und the December 2 CA	brief description ecommendations. Modernization business case development upcoming oject involves a modern, y would serve ic bus fleets. This cility structure ince. The project roial Component by with up to 575 uses at the ground AC meeting to	



Page 2 of 4

DISCUSSION

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

Potrero Yard Modernization (SFMTA): The SFMTA's objectives for the Potrero Yard Modernization joint development project objectives are dual - to modernize the bus facility and contribute to the City's housing goals, particularly by delivering affordable housing. This is a once in a lifetime opportunity given the need to replace the 105-year old facility and that SFMTA believes this is the best way to achieve both in the near term.

SFMTA began the planning phase in October 2019, and the following tasks are now substantially complete:

- CEQA Project Application, Notice of Preparation, and Public Scoping Meeting
- Potrero Yard bus facility design criteria document
- Site constraints analysis and site plan/program
- Conceptual project, referred to in joint development procurement documents as the Reference Project or Reference Concept
- Request for Qualifications for a partnering development team
- Considerable public outreach and engagement, including six major public in-person or online events

The new facility would be equipped to serve the projected future capacity and needs of the SFMTA's new electric trolley fleet and future battery-electric fleet. The facility is planned to store 213 buses, which is a nearly 50 percent increase in capacity from the current operation. Together with Planning, the Office of Economic and Workforce Development, Mayor's Office of Housing and Community Development, and Public Works, the project team arrived at a concept to provide housing above Potrero Yard. Extensive Potrero Yard Neighborhood Working Group and community input has resulted in support for 525-575 rental housing units 50% threshold for affordable units with a goal to increase, even up to 100%.

As currently conceived, if the SFMTA and developer successfully negotiate a Project Agreement, the Project Agreement would require the developer to assume full development responsibility for all components and phases of the Potrero Yard Modernization Project, including both the bus facility and the residential and the commercial component. The SFMTA would retain ownership of the land and bus facility, and the private developer would lease the housing and commercial development from the SFMTA. The agreement for the developer's use of the housing and commercial development would specify all project programming details, including the housing unit affordability structure.



Page 3 of 4

There are tremendous benefits to obtaining the new facility and the housing, but also risks. A a public-private partnership is a good way to allocate and manage those risks between the City and a development partner, where SFMTA's/City's objective is to have a new yard and housing with budget and schedule certainty and return of the yard in a state of good repair in the future at hand-back.

We believe this approach is innovative and promising, and offer a tentative recommendation with conditions:

- The recommendation is tentative pending demonstration of a business case analysis (e.g. value for money, risk/benefit analysis) to support the use of the proposed joint development project delivery method via a presentation at an upcoming Transportation Authority Board meeting.
- We will provide an enhanced oversight and advisory role (with potential need for budgetary support) through execution of the Project Development Agreement

SFMTA will need legislation approved by the Board of Supervisors to allow them to proceed with the joint development approach. The presentation of the business case analysis is a key step to support consideration of the legislation by the Board of Supervisors. Fully reviewing project financial and risk management plans up front, can help mitigate the project risks and lower the cost of delivery for all parties.

The enclosed allocation request form contains a considerable amount of detail of the proposed joint development approach. Staff from the SFMTA will attend the CAC meeting to provide a presentation on the project and answer any questions the CAC may have.

FINANCIAL IMPACT

The recommended action would allocate \$22,960,610 in Prop K and Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Prop K and Prop AA 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 will consider this item at its December 2, 2020 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 Summary of Requests
- Attachment 2 Project Descriptions
- Attachment 3 Staff Recommendations



Page 4 of 4

- Attachment 4 Prop K and Prop AA Allocation Summaries FY 2020/21
- Enclosure Allocation Request Forms (6)

_									Le	veraging		
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Prop K P		Current Total Cost for Prop AA Requested Phase(s)		Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)	
Prop K	17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602			\$	34,440,000	84%	53%	Construction	Citywide
Prop K	20U, 20M	SFMTA	Potrero Yard Modernization	\$ 5,848,403			\$	11,490,024	90%	49%	Planning, Environmental	10
Prop K	38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600	\$ 382,600		51%	65%	Design, Construction	7		
Prop K	38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000			\$	550,000	51%	0%	Design, Construction	11
Prop AA	Ped	SFMTA	Page Street Neighborway (Webster to Market)		\$	144,005	\$	2,215,000	NA	93%	Construction	5
Prop AA	Ped	SFPW	Joice Alley Lighting Improvements		\$	90,000	\$	90,000	NA	0%	Design	3
			\$ 22,726,605	\$	234,005	\$	49,167,624	81%	53%			

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$	Replacement of 30 30-foot Orion hybrid diesel motor coaches that have reached the end of their useful lives. The new low-emissions buses will improve reliability and reduce maintenance costs for the fleet serving community routes, such as the 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. To procure these vehicles, SFMTA will form a consortium with a state or municipality that has an existing FTA-eligible procurement contract for 30-foot hybrid buses. As a relatively small vehicle fleet, this contract-design method will allow the SFMTA to cut costs on bid/award and design costs and abbreviate the production schedule. The SFMTA expects to approve the consortium in early 2021 and take delivery of the vehicles from July 2021 through March 2022.
20U, 20M	SFMTA	Potrero Yard Modernization	\$ 5,848,403	\$	Requested funds will be used for the planning and environmental phases for redeveloping the bus facility at 2500 Mariposa Street into a modern, efficient bus maintenance facility by 2026. The new facility would serve SFMTA's electric trolley and future battery-electric bus fleets. This Bus Yard Component will be a structure with 6 levels of bus facility support spaces, including 3 levels for bus storage and maintenance. The project concept also includes a Residential and Commercial Component with up to 7 additional levels above the bus facility with up to 575 mixed-income units and active uses at the ground floor. The SFMTA proposes to deliver the project through a joint development project delivery method. The SFMTA plans to receive development concepts from potential partners by June 2021, select a preferred bidder by August 2021, and complete the Draft Environmental Impact Report by October 2021. SFMTA expects the facility to be operational by Fall 2026.
38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600	\$ -	Funds will be used to design and construct traffic calming and pedestrian safety improvements that were prioritized through the District 7 Fiscal Year 2019/20 Participatory Budgeting process. The scope includes: enhanced crosswalks on Ocean Ave at Frida Kahlo Way/Geneva Avenue, Granada Avenue and Miramar Avenue; traffic calming in Lakeside One neighborhood, which is bounded by 19th Avenue, Junipero Serra Boulevard, Ocean Avenue and Sloat Boulevard; reconfigure 5-way intersection of Madrone Avenue, Vicente Street and Wawona Street (design only); and, a rectangular rapid flashing beacon on 10th Avenue at Pacheco Street. All work will be open for use by March 2023.

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000	\$	Requested funds are for the design and construction of near-term traffic calming measures in the Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods as identified and recommended through the Excelsior Neighborhood Traffic Calming Planning Project. The scope includes 27 speed cushions, 4 raised crosswalks, 3 median islands, and 28 new continental crosswalks. The list of locations is shown on page 63 of the enclosure. The project is designed to protect and preserve quieter neighborhood streets, and promote safety for all street users. The SFMTA anticipates that all of the improvements will be open for use by June 2022.
Ped	SFMTA	Page Street Neighborway (Webster to Market)	\$ -	\$ 144,005	Construction of six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. Four of these sidewalk bulb-outs would also include landscaped raingardens (to be maintained by the SF Public Utilities Commission) that capture and slow stormwater runoff while enhancing pedestrian comfort and neighborhood aesthetics. The project will also construct San Francisco's first raised intersection at Page and Buchanan streets with vertical deflection for vehicles, special paving to enhance pedestrian priority, and seating opportunities. These improvements are designed to calm traffic and enhance safety for people walking and biking along Page Street. The SFMTA anticipates the project will be open for use by December 2021.
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 90,000	This request will fund the design phase for 4 new pedestrian-scale streetlights and sidewalk and roadway improvements on Joice Alley, between Clay Street and Sacramento Street in the Chinatown neighborhood. This project is intended to make walking more inviting and safe along this pedestrian path directly across from Gordon J. Lau Elementary and close to the Powell Street cable car line, several Muni bus stops and the new Chinatown subway station. The scope of work includes potential adjustment of utility vaults, potential sub-sidewalk basement work, restoring brick exteriors of the adjacent buildings and protection/restoration of special historical concrete letter plaques in the sidewalk. SFPW anticipates completing design by June 2021 and having the project open for use by December 2021.
	•	TOTAL	\$22,726,605	\$234,005	

¹ See Attachment 1 for footnotes.

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Funds Recommend	Recommendations
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ -	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the the Prop K Vehicles-Muni 5YPP. See the enclosed allocation request form for details. The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
20U, 20M	SFMTA	The recommendation to fund the project is tentative pending der analysis to support the use of the project delivery method via a project delivery method v	nonstration of a busine proposed joint deve	less case lopment	Up-to allocation: The recommended allocation of \$1 million for Professional Services Reimbursement is an "up to" amount. SFMTA shall deobligate any funds not required for reimbursement of unsuccessful bidders. Enhanced oversight: In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, our recommendation includes an enhanced level of oversight on this project. Transportation Authority Project Management and Oversight staff shall be invited to all critical meetings, including monthly project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. Retroactive reimbursement: Recommendation is conditioned on Board approval of a waiver of the Prop K Strategic Plan policy that
					costs incurred prior to the date of execution of a grant agreement shall be ineligible for reimbursement, allowing reimbursement of costs incurred since November 17, 2020. Multi-phase Allocation: We are recommending a multi-phase
38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600		allocation given the straightforward nature of the scope (e.g. speed humps) and the overlapping design and construction phases as work is conducted at multiple locations.

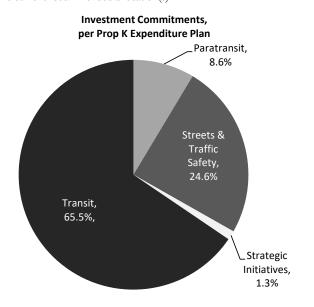
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Funds Recommend	Recommendations
38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000		Multi-phase Allocation: We are recommending a multi-phase allocation since design and construction work will occur on overlapping schedules at different locations within the project area.
Ped	SFMTA	Page Street Neighborway (Webster to Market)	\$ -	\$ 144,005	Special Conditions: Construction Support Reserve. We are recommending that these funds be placed on Board reserve, to be released pending receipt of updated budget and expenditure details justifying the need for additional construction support funding beyond the \$545,995 already budgeted for construction support. (See Major Line Item Budget section of the allocation request form for justification of the support costs.) Our recommendation is contingent upon Board approval of a resolution approving \$1 million from the Octavia Boulevard Special Fund (Central Freeway parcels) for this project, which is a separate item on this meeting's agenda. At its November 16, 2020 meeting, the Market Octavia Community Advisory Committee unanimously approved a resolution recommending \$1 million from the Octavia Boulevard Special Fund for this project.
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 90,000	
		TOTAL	\$ 22,726,605	\$ 234,005	

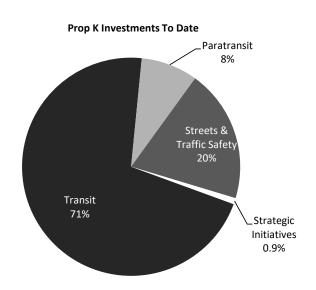
¹ See Attachment 1 for footnotes.

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	\$ 32,302,905	\$ 14,301,264	\$ 12,013,288	\$ 4,810,941	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 22,726,605	\$ 1,362,729	\$ 13,150,775	\$ 8,213,101	\$ -	\$ -	\$ -
New Total Allocations	\$ 55,029,510	\$ 15,663,993	\$ 25,164,063	\$ 13,024,042	\$ 1,177,412	\$ -	\$ -

the current recommended allocation(s).





PROP AA VEHICLE REGISTRATION FEE

FY2020/21	Total			Total		Total FY		F	FY 2021/22		FY 2022/23		FY 2023/24		FY 2024/25	
Prior Allocations	\$	5,086,429	\$	2,732,401	\$	2,354,029	\$		\$	-	\$	-				
Current Request(s)	\$	234,005	\$	67,500	\$	166,505	\$	-	\$	-	\$	-				
New Total Allocations	\$	5,320,434	\$	2,799,901	\$	2,520,534	\$		\$	-	\$	-				

recommended allocation(s).

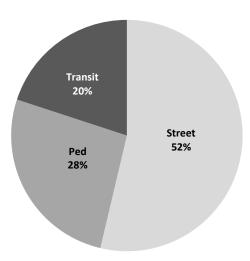
Investment Commitments, per Prop AA Expenditure Plan

Transit 25%

Street 50%

Ped 25%

Prop AA Investments To Date





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

Memorandum

AGENDA ITEM 7

DATE: November 25, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 12/08/2020 Board Meeting: Approve \$1 million in Former Central Freeway Parcel

Revenues for the Page Street Neighborway Project

RECOMMENDATION □ Information ☒ Action	☐ Fund Allocation
Approve \$1 million in former Central Freeway parcel revenues for	⊠ Fund Programming
the Page Street Neighborway Project.	☐ Policy/Legislation
SUMMARY	☐ Plan/Study
In 1998, San Francisco voters approved Proposition E which called for replacement of the elevated Central Freeway by Octavia	□ Capital Project Oversight/Delivery
Boulevard and made the Transportation Authority fiscal agent for the project. The freeway replacement project included a set of	☐ Budget/Finance
ancillary projects that were funded by revenues from the sale	☐ Contract/Agreement
and/or use of parcels formerly occupied by the freeway. The Transportation Authority is currently conducting the Octavia	□ Other:
Improvements Study [NTIP Planning] (Study), anticipated to be done by Fall 2021, to determine how to prioritize approximately	
\$7 million in remaining parcel funds for additional ancillary	
projects based on the recommendations of the Study. The San	
Francisco Municipal Transportation Agency's (SFMTA's) Page Street Neighborway (Webster to Market) project, which would	
construct six sidewalk bulbouts and a raised intersection at	
Buchanan Street to slow traffic, is consistent with the goals of the	
Study and is ready to advertise for construction bids as soon as full funding is secured. Approving \$1 million in parcel revenues would	
allow the project to start construction as soon as Spring 2021. The	
funding plan includes \$144,005 in Prop AA funds, which is the	
subject of a separate item on this agenda. Commissioner Preston	
is supportive of prioritizing the Page Street Neighborway Project and supporting delivery of the project as soon as possible On	
November 16, 2020, the Market and Octavia Community Advisory	
Committee unanimously approved a resolution recommending	
that the Transportation Authority approve parcel funds for the Page Street Neighborway.	
<u> </u>	



Page 2 of 3

BACKGROUND

Proposition E, which called for the removal of the Central Freeway structure north of Market Street and replacement of the portion north of Market Street with a ground level boulevard. Pursuant to Proposition E, the Transportation Authority became the Fiscal Agent for the project, and was responsible for adopting a budget and scope for the project, and for appointing and providing staff support to a Central Freeway Citizens Advisory Committee and providing public outreach for the project.

An important element of the scope of the project was the development of a set of ancillary projects, intended to address the impacts that the implementation of the new boulevard and touchdown ramps would cause on the adjacent neighborhoods and on traffic circulation related to the project. Revenues generated from the sale and/or use of the former Central Freeway Parcels were intended to be used to fund the ancillary projects.

In February 2006, through approval of Resolution 06-40, the Transportation Authority Board adopted the Central Freeway Replacement Project - Ancillary Projects Study, which detailed a prioritized list of 12 ancillary projects. All of the projects recommended in the Central Freeway Replacement Project - Ancillary Projects Study have been implemented and approximately \$7 million in revenues from the sale and rental of former Central Freeway parcels remain available in the Octavia Boulevard Special Fund for additional ancillary projects.

In 2019, at the request of former Commissioner Vallie Brown, the Transportation Authority Board approved neighborhood program (NTIP) funds from the Prop K local sales tax for Transportation Authority staff, in partnership with the SFMTA, to conduct the Octavia Improvements Study (Study) to evaluate the accessibility, safety, and circulation of Octavia Boulevard leading to the Central Freeway. The Study, which is anticipated to be done in Fall 2021, will prioritize recommended improvements to be implemented with the remaining Central Freeway parcel revenues.

DISCUSSION

The SFMTA's Page Street Neighborway project is consistent with the Study's goals which include but are not limited to improving safety for all road users, supporting and expanding bicycle and pedestrian use, and enhancing the accessibility of all modes of transportation. The scope of the project includes six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort, as well as San Francisco's first raised intersection at Buchanan Street, which is also designed to slow traffic, including bicycles.

The SFMTA and San Francisco Public Works have completed the design phase and the project is ready to advertise for bids as early as December 2020, with the estimated \$2.215 million construction phase starting as early as Spring 2021 if funding is secured quickly. The funding plan includes \$1,070,995 in Market Octavia impact fees and \$144,005 in Prop AA funds which the SFMTA has requested as part of a separate item (#6) on this meeting's agenda. Further details on the project's scope, schedule, cost and funding are included in the allocation request form that is part of agenda item #6.



Page 3 of 3

FINANCIAL IMPACT

None. These funds have been previously appropriated through the City and County of San Francisco's budget to the San Francisco Public Works, Octavia Boulevard Special Fund.

CAC POSITION

The CAC will consider this item at its December 2, 2020 meeting.

SUPPLEMENTAL MATERIALS

[this page intentionally left blank]





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

Memorandum

AGENDA ITEM 8

DATE: November 19, 2020

TO: Transportation Authority Board

FROM: Hugh Louch - Deputy Director for Planning

SUBJECT: 12/08/20 Board Meeting: Adopt the 15 Third Bus Study Final Report

RECOMMENDATION □ Information ☒ Action	☐ Fund Allocation
Adopt the 15 Third Bus Study Final Report	☐ Fund Programming
SUMMARY	\square Policy/Legislation
In December 2019, the Transportation Authority approved \$30,000 in Neighborhood Transportation Improvement Program (NTIP) Planning funds for the 15 Third Bus Study. At the request of Commissioner Walton, we conducted the study to evaluate the viability of returning the 15 Third bus to service, which was replaced by the T Third light rail line in 2007. The community has raised concerns about the T Third related to delays, switchbacks and train switching required at the Muni Metro East facility and the timeline to improve travel time and reliability of the current service. The request was made to evaluate returning bus service in advance of the signal improvements planned as part of the Central Subway.	⊠ Plan/Study
	□ Capital Project Oversight/Delivery
	☐ Budget/Finance
	☐ Contract/Agreement
	□ Other:
We reviewed existing conditions and identified two potential express bus routes for consideration to provide faster service to downtown. The service options included an express service along Third Street, terminating at Arleta Ave and Bayshore Blvd, and a loop service through Hunters Point, primarily using Hudson Avenue, Ingalls Street, and Palou Avenue. We expect each service to attract approximately 7,000 riders, with 2,000 to 3,000 of these new Muni riders. We estimated cost per passenger for these service below the San Francisco Municipal Transportation Authority's (SFMTA)'s current average for trolley bus services.	
We presented draft study findings to the Citizens Advisory Committee and Board in July 2020. Since then, we have completed an analysis of operating cost and cost effectiveness and SFTMA has conducted outreach on short-term implementation of a 15 Third express bus route.	



Agenda Item 8 Page 2 of 4

BACKGROUND

The NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

In 2007, San Francisco began service on the new T Third Muni metro line, the first new light rail line in over half a century. Planned as part of a major expansion of transit service within San Francisco, the T Third route has long experienced delays, operational challenges, and poor reliability. While some improvements have been made to the current service and more are planned as part of the Central Subway, community members have expressed significant frustration with the current service and many have requested the return of the 15 Third bus service that the T replaced.

At the request of Commissioner Walton, Transportation Authority staff, in coordination with staff from the SFMTA, conducted a technical evaluation of returning the 15 Third bus route to service to address community concerns.

DISCUSSION

We conducted a technical analysis of a proposed addition of a new 15 Third transit service. The steps of the study included:

- Reviewing the T third service from Fall 2019 and former 15 Third service operations, ridership, and performance, using readily available data.
- Summarizing existing and proposed changes in land use and development since the transition from the 15 to the T.
- Conducting a transit and walking tour of the corridor.
- Working with Commissioner Walton's office to Identify options for a 15 Third bus service.
- Evaluating potential impact of these options, including ridership and cost effectiveness.
- Developing a draft and final report.

Background Conditions. The T Third service that operated in 2019 was less frequent, but higher capacity, than the 15 Third service that it replaced. The first phase of this service also included a more circuitous route, traveling along the Embarcadero and entering the Market Street subway. The 15 Third bus service used Third and Fourth streets to make a faster connection to downtown. A more direct connection will be restored when the Central Subway opens in 2021, but the delay in implementing this project has yielded a corresponding delay in benefits to travelers in Southeastern neighborhoods.

We reviewed changes to land use in the Third Street corridor. Since the implementation of the T Third, over 2,400 new units were added in the corridor and major projects are in progress or completed along the waterfront from Mission Bay to Hunters Point.



Agenda Item 8 Page 3 of 4

We reviewed existing transit travel times and ridership to identify gaps in service. We also evaluated travel patterns by time of day to determine what type of service would best support travel, confirming the need to improve connections from the Bayview and Hunters Point to downtown in both peak periods and the middle of the day.

Evaluated Options. We evaluated two options:

- An express bus service on Third Street from Arleta Avenue and Bayshore Boulevard to Third/Fourth streets and Market Street. This service would operate as an express from Islais Creek south to SoMa to provide enhanced travel times for Bayview residents. This route has been labeled the 15AX.
- An express bus service that would loop through Hunters Point, primarily using
 Hudson Avenue, Ingalls Street, and Palou Avenue. This service also would operate as
 an express service from Islais Creek south to SoMa to provide enhanced travel times
 for Hunters Point and Bayview residents. This route has been labeled the 15BX.

We evaluated the two services with 8-minute headways in the AM Peak, 10-minute headways mid-day, and 10-minute headways in the PM peak. These headways are generally consistent with other express services, except for the mid-day service, which is not provided on most express routes.

We modeled these two services using the San Francisco Chained Activity Modeling Process (SF-CHAMP), which can evaluate the impact of changes in land use, transportation networks, and services on travel patterns of San Francisco and regional travelers. We conducted the analysis for 2020 assuming travel patterns similar to what we experienced before the COVID-19 pandemic.

The project timeline and budget allowed for two model runs. We modeled the 15AX service alone - the primary service requested - and the 15AX and 15BX together. These two runs chosen to ensure that the analysis did not overcount the number of expected riders where the two services overlap.

Evaluation. We used three key metrics to evaluate these services:

- Transit ridership of the proposed routes, including by time of day and direction
- Net transit ridership of the routes, including riders who shift from existing services
- Operating cost of the proposed routes and cost per passenger mile, for comparison to other similar services

The key findings of the analysis included:

We expect approximately 7,000 riders to use each service on an average weekday. Slightly
more riders use the 15AX service when both services are provided, but these come
exclusively from people traveling from downtown to the 4th and King Caltrain station



Agenda Item 8 Page 4 of 4

• We expect a net of 2,000 riders to use the 15AX and a net of 2,800 riders to use the 15BX, when we exclude riders who shift from an existing Muni rail or bus service. The shifts come primarily from the T Third, other bus services in the Bayview and Hunters Point (19, 24, 29, 44, and 54), the 30 Stockton service (which would overlap with the proposed services on Third and Fourth Streets), and to some extent the 8 and 9 services.

- Ridership on these routes is consistent with other express services operated today. We
 estimate that about 1,000 riders travel in peak period and direction (inbound AM and
 outbound PM) on each of the services, consistent with the number of riders using the 1BX
 and 7X; substantially higher than the number of riders using the 38AX/BX, 80X, 31AX/BX,
 1AX, and 82X; but less than the number or riders using 30X, 14X, and 8AX/BX.
- We estimate that both services have significant levels of ridership in the mid-day.
- We estimate operating costs ranging from \$3 to \$3.4 million per year for each service and between \$1.3 and \$1.4 million per year if the service were operated like a typical express bus service (traveling only in the peak period and direction). We estimate the cost per rider of each service to be below the \$3.05 average SFMTA cost per rider for trolley bus services.

Stakeholder Feedback on Short Term Implementation Options. Building on the findings of this study, the SFMTA convened a working group drawn from organizations and community leaders in the corridor to identify a route for short-term implementation. This route would be focused on addressing short term considerations for social distancing and travel for essential workers, as well as providing a quicker trip to downtown from the Bayview. SFMTA collaborated with the working group to identify three proposed options for short term implementation of a single route and conducted a public survey of these options in November 2020. SFMTA anticipates implementing the service in Winter 2021.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its December 2, 2020 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 - 15 Third Bus Study Final Report.



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

Memorandum

AGENDA ITEM 9

DATE: November 25, 2020

TO: Transportation Authority Board

FROM: Rachel Hiatt - Assistant Deputy Director for Planning

SUBJECT: 12/08/2020 Board Meeting: Appropriate \$550,000 in Prop K Funds, with

Conditions, for the Downtown San Francisco Congestion Pricing Study

RECOMMENDATION	☐ Information		☑ Fund Allocation				
Appropriate \$550,000 in Prop k	□ Fund Programming						
	Downtown Congestion Pricing Study (\$550,000)						
SUMMARY			☐ Plan/Study				
In December 2018, the Transpostaff to study congestion pricing			□ Capital Project Oversight/Delivery				
in February 2019, appropriated Congestion Pricing Study (Stud	1\$500,000 to the E	Downtown	□ Budget/Finance				
congestion pricing proposal for	r San Francisco thr	ough a	☐ Contract/Agreement				
substantial community outreach analysis. In June 2020, the Boa		□ Other:					
amendment with Nelson Nygaa	ard Consulting Ass	ociates to					
expand the project scope to incourreach and a three-month ext							
through Spring 2021. The requ							
would support additional comn							
month extension of the project summary of the request. Attach							
of the scope for the additional f							
staff recommendations. The St							
is also supported by \$350,000 i Community Facilities District Co							
At the December 8 Board meet study outreach and technical fir	ting, we will provid						

BACKGROUND

In December 2018, the Transportation Authority Board directed staff to study congestion pricing alternatives for San Francisco, including alternative packages of congestion charges, discounts, subsidies, incentives, and multi modal transportation improvements. In its February 2019 meeting, the Board approved Resolution 19-40 appropriating \$500,000 in Prop K sales tax funds to begin the Downtown Congestion Pricing Study (Study), which had a total initial budget of \$1.8 million. This initial study budget included \$400,000 in funds from the Bay Area



Page 2 of 5

Toll Authority and up to \$1.0 million in developer fees from the Transbay Transit Center district. At the time, we anticipated the need for more budget to complete the study but wished to start with funds in hand while we continued to secure the additional \$1.0 million in needed funds.

The Study's objectives are to:

- Understand the objectives and key issues of diverse stakeholders regarding a potential congestion pricing program.
- Ensure community and stakeholder involvement to identify program goals, develop and refine a proposed congestion pricing program, and build agreement around a recommendation.
- Recommend a preferred congestion pricing program within the downtown area that would best meet identified program goals.
- Develop a strategy to advance the recommended congestion pricing program for approvals and implementation.

The Study's stakeholder engagement includes a 35-member Policy Advisory Committee (PAC) of key external stakeholders representing northeast quadrant neighborhoods; Communities of Concern citywide; the business and entertainment sector; and transportation and environment interests. Early input from the PAC shaped the expanded study scope, including:

- Additional PAC meetings and supporting technical resources;
- More workshops to co-develop policy proposals with partners in Communities of Concern;
- Further outreach with regional stakeholders; and
- A three-month study timeline extension to allow for the expanded stakeholder engagement plan.

In its June 2020 meeting, the Board approved Resolution 20-63, increasing the amount of the professional services contract with Nelson\Nygaard Consulting Associates by \$775,000, to a total amount not to exceed \$1,450,000, and extending the Contract Term through March 31, 2021, for technical and communications services for the Study. These activities were part of the expanded study scope and budget, which was increased to \$2.9 million, comprised of \$900,000 in Prop K and Bay Area Toll Authority funds as described above, and a new total of \$1.35 million in city funds (\$470,000 in developer fees from the Transbay Transit Center district and \$880,000 in Transbay Transit Center Community Facilities District funds). At that time, the Board provided guidance to focus on conducting thorough outreach particularly to Communities of Concern, those without internet access, and to monolingual communities. We committed to doing so and noted that we would report back on outreach efforts in the fall, when we came in for the remaining \$500,000 in Prop K funds as budgeted. We also planned to continue seeking external funds for public engagement.

DISCUSSION

Since June 2020, the Study has completed its first major round of stakeholder engagement work to gather input on how to design an equitable and effective congestion pricing program, focusing on historically underrepresented groups, including low-income



Page 3 of 5

communities, communities of color, non-English speakers, seniors, and people with disabilities. Between August and October, 2020, we reached out to over 250 community groups and held more than 80 virtual/telephone public meetings, stakeholder group meetings, and workshops. We also gathered input through multilingual digital and SMS text surveys. Publicity was multilingual and included posters, advertisements, earned media, and social media.

The purpose of this round of outreach was to seek input on the goals for a congestion pricing program, as well as input on major policy tradeoffs, such as:

- Which drivers should receive a discount or exemption, and which drivers should pay the full congestion fee?
- Where should the revenue from a congestion pricing program go?
- Should the zone boundary be modified, and if so how?

Our outreach methods were well received, particularly the online survey "Unclog Fog City," its text-based version, and co-creation sessions with low income and communities of color, whereby host organizations and participants were directly compensated for participating in 2-hour sessions. A Summary Report of Outreach and Outreach Findings is included as Attachment A.

Major themes that we heard include:

- Overall, input varied widely on the idea of congestion pricing.
- The most common concerns with congestion pricing include affordability; quality and availability of public transit alternatives to driving; and the potential for effects on business competitiveness.
- Income-based discounts and exemptions for the fee and for public transit are a top priority.
- The most popular benefits sought from congestion pricing include improvements to transit service, and the health and quality of life benefits of reduced traffic.
- Investment in transit was most popular use of revenues across all outreach formats, closely followed by pedestrian and bicycle safety upgrades.

Following the late summer/early fall outreach, our study team developed several congestion pricing policy alternatives which had been screened through prior stages of work and refined through technical studies and public input. The PAC reviewed these options at its meeting on November 12. Key policy features we discussed included:

- Means-based exemptions and discounts in all scenarios, including a 100% discount for very low-income drivers and a minimum 50% discount for low income drivers.
 One scenario expands the discount to moderate income drivers and deepens the discount for low income drivers.
- A discount for drivers with disabilities in all scenarios.
- A daily cap on the congestion pricing fee in all scenarios.



Page 4 of 5

- A per-trip fee for TNC riders in all scenarios.
- Some scenarios also include further transit fare subsidies and congestion fee discounts beyond those for low income drivers: for middle- and high-income residents and for bridge-toll payers.

Technical work on the Study now focuses on a detailed analysis of these scenarios relative to goals and performance metrics adopted by the PAC in April 2020. As noted above, the current request for \$550,000 in Prop K funds would fund the June 2020 expansion of the existing project scope to include additional community outreach and the three month extension of the project schedule, as well as \$50,000 in funding original anticipated to come from external grants. We had identified tentative external grants in the amount of \$150,000; however, these were withdrawn by the funders following the economic impacts caused by the COVID-19 pandemic. To fully fund the \$2.9 million study budget estimated in June 2020, we recommend: redirecting \$50,000 in previously appropriated Prop K funds originally budgeted for SFMTA towards the outreach scope of work; reducing the remaining budget contingency by \$50,000; and adding \$50,000 to the originally anticipated \$500,000 in new Prop K funds, resulting in the subject \$550,00 appropriation request.

Shelter in Place requirements put in place in March 2020, along with input from the PAC and public, have resulted in adaptations to the study affecting cost and schedule, including:

- Reworking the stakeholder outreach approach into fully socially-distanced formats to comply with Shelter in Place;
- Delays in scheduling meetings with stakeholders; and a greater number of cocreation workshop events and outreach modes, to accommodate smaller average group sizes and telephone-based workshop formats.

As we plan for the next round of Study outreach this Winter, we will consider options to modify the Study scope, schedule and/or budget to maintain the high level of public engagement we are conducting through the remaining stages of the study, including seeking external grants. Ideally, our Study schedule could extend to June 2021, given the continuing high level of public impacts in the Study, and the impact of COVID-19 on our outreach activities and resources. We will continue to seek external grants and may return early next year with another update of the Study and a final funding request, if warranted.

Attachment 1 summarizes the subject allocation request, 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 a brief description of the need for the project and the expanded scope of work. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. Attachment 5 is the Allocation Request Form for the project, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would appropriate \$550,000 in Prop K funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Form.



Page 5 of 5

Attachment 4 shows the approved Fiscal Year (FY) 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2020/21 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its December 2, 2020 meeting.

SUPPLEMENTAL MATERIALS

Project Status Update Materials

• Attachment A - Summary Report of Outreach and Outreach Findings

Appropriation Request 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 Form



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

Downtown Congestion Pricing Study

Outreach Findings

Spring - Fall 2020

Introduction

A primary objective of the Downtown Congestion Pricing Study is to ensure low-income communities of color would be helped and not harmed by a congestion pricing policy. Recognizing that low-income communities of color have historically been excluded from and often harmed by the planning process, the project team is working to lead the study with equity by inviting these communities to be collaborators in the outreach and engagement process.

The team kicked off the study in winter 2019 by hosting listening sessions with community leaders to get initial input on the study topic, process, and convening a Policy Advisory Committee with strong representation from equity-focused organizations to advise the project team throughout the study. With guidance from these stakeholders, the team developed an outreach strategy focused on working in collaboration with community organizations to design co-creation workshops that are accessible and relevant to their communities.

The team conducted the first large phase of community outreach from February to October 2020. This outreach round was paused when the global pandemic hit. The Policy Advisory Committee advised the project team to continue outreach with the study, recognizing that without intervention, a future economic recovery is likely to bring a return of traffic congestion and its negative impacts. The team then updated the study's outreach tools from in-person to remote with the goal of maintaining an equitable outreach strategy in a socially distant world.

During this first large phase of community outreach for the study, the project team introduced the concept of congestion pricing to the community and gathered feedback on the general concept of congestion pricing along with a long list of policy questions, such as:

If congestion pricing was implemented, how much should the fee be? Who should receive a discount or exemption? Where should the revenue go?

This memo outlines outreach activities and a synthesis of feedback from the first large phase of community outreach. Feedback from this phase of outreach will be used to inform a "short list" of three congestion pricing proposals that the project team will take back to the community for feedback during a second large phase of outreach in winter 2021.

1

Feedback Tools

The project team utilized the following channels to notify community stakeholders and gather feedback:

- **20+ Co-Creation workshops** with **159+ participants** from Communities of Concern, including:
 - 5 workshops in Spanish
 - 7 Cantonese-only workshops
 - 1 mixed Cantonese-English workshop
- Reached out to 250+ community organizations, resulting in 60+ meetings with community groups and the public, including groups in all 11 San Francisco districts and regional stakeholders
- 1,000+ digital survey responses (Unclog Fog City game) and almost 300 text survey responses representing all 11 San Francisco districts and regional stakeholders
- Custom in-language surveys distributed through Russian American Community Center to the Russian community and through Self-Help for the Elderly to Chinatown business owners
- Digital outreach
 - o 50K+ impressions and 350+ comments on social media
 - 3,052 unique visits to project webpage
 - o 1,651 unique visits to blog
 - 587 views of congestion pricing videos
 - Email correspondence with stakeholders over 70 emails received from the public
- WalkSF report of input they gathered from 280+ outreach session participants in the Tenderloin, SoMa, and Bayview

Publicity Tactics

- 400+ multilingual posters in key corridors in SoMa, Excelsior, Outer Mission, Ingleside, Oceanview, and Bayview
- 20 multilingual posters in downtown parking garages
- Spanish and Chinese newspaper advertisements placed in Sing Tao and El Tecolote
- **Earned media** in several outlets (cumulative circulation/viewership estimated to be at least 349,000 people)
 - San Francisco Examiner
 - San Francisco Chronicle
 - Sing Tao
 - Mission Local
 - KTVU morning show
- Digital outreach
 - Website, NextDoor, Facebook, Twitter, Instagram, WeChat, LinkedIn

Summary Key Findings

Overall themes

- Input varied widely on whether congestion pricing is a good idea, from very opposed to strong enthusiasm. For example, members of the Human Rights Commission Community Roundtable expressed strong opposition to the idea, due mostly to equity concerns. Meanwhile, members of Urban Environmentalists expressed strong support for the concept, noting its environmental and livability benefits. In general, the co-creation workshops and digital survey input channels, both of which allowed participants to design a recommended program while learning about the options and weighing tradeoffs themselves, resulted in higher levels of support for congestion pricing than other outreach methods that did not feature a strong co-design approach.
- The **most common concerns** included affordability for people with low and moderate incomes, existing challenges with public transit due to COVID-19, what the recovery from the pandemic and recession will look like, and effects on businesses.
- The **most popular benefits** included transit improvements and health and quality of life improvements for congested areas.
- **Income-based discounts and exemptions** for the congestion pricing fee and for public transit were a top priority.
- **Investment in transit was most popular** across all outreach formats, closely followed by pedestrian and bicycle safety upgrades.

Key findings from the neighborhood level

- Hayes Valley residents wanted Octavia Blvd to be inside the boundary.
- **Mission Bay** stakeholders had varied opinions, some supportive and some not supportive of the congestion pricing and whether the neighborhood should be included in the zone.
- **Chinatown** stakeholders had widespread concerns about effects on equity and merchants as well as concerns about being inside the boundary.
- **Tenderloin** residents were interested in potential safety and transit benefits
- Neighborhoods near the border, such as **Potrero**, **Mission** and **Japantown** did not want the boundary to split their neighborhoods.
- **Bayview** residents had concerns about how to get downtown given the difficulty of public transit in southeast San Francisco.

Limitations of Outreach

• Regional outreach: The Policy Advisory Committee strongly encouraged the project team to conduct thorough outreach to regional stakeholders, particularly those who have been displaced from San Francisco and have limited public transit options to access the city. About 35% of the text and online survey respondents live in the greater Bay Area region. However, the project team continues to work to establish relationships with equity-based regional partners for co-creation. Many regional stakeholders said that congestion pricing outreach is not a priority for them given that only a fraction of their

- communities regularly travel to San Francisco, and that staff are currently addressing other challenges facing their communities. For this reason, the project team has planned remote outreach workshops for late October. Rather than partnering with community organizations to co-host these workshops, the project team will host them and recruit participants through community organization networks and flyering.
- Demographic breakdown of online survey respondents: About half of respondents provided "optional" demographic information on the online survey. Of those who did complete the demographic information, the respondent breakdown differed from San Francisco's population, skewing more white and higher income. The project team focused much of its outreach strategy on co-creation workshops which focused on gathering in-depth feedback from low-income communities of color to ensure the study process included thorough feedback from historically underinvested communities.

Key Findings from Co-Creation Workshops

Co-Creation Overview

Central to the engagement strategy is a series of collaborative "co-creation" workshops held in partnership with organizations in historically underinvested communities. These workshops seek to build creative solutions through deep and accessible community engagement. The project team workshopped policy ideas with community members during the first series of workshops and will return to the community a second time to continue to iterate on policy ideas. Co-hosts and participants receive compensation for their time.

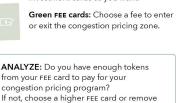
During the first phase of workshops for the study, participants engaged in a card game where they balanced tradeoffs to design a potential congestion pricing program. In small groups, participants chose from a set of discounts/exemptions and then a set of investments, each costing a number of "tokens." Participants then chose a peak period congestion fee which provides a number of tokens to pay for the other elements of their congestion pricing policy or could choose a "no fee" option and no discount or investment cards. Participants could iterate as needed to develop a balanced overall program. Although most sessions came to agreement on all the program elements, some were inconclusive with participants selecting discount and investment cards but not reaching agreement on the fee element to create a balanced program.





from your FEE card to pay for your congestion pricing program?

some SUBSIDY or INVESTMENT cards.









After the pandemic hit, the project team worked with co-hosts to develop a remote co-creation model where participants received physical workshop kits in the mail and joined a call or webinar with project staff to go through the workshop. Collaboration with household members was encouraged.

The project team made adjustments based on the needs of each community, including hosting workshops in-language and adjusting the timing to accommodate constraints in communities hard-hit by the pandemic. In some cases, organizational capacity constraints due to COVID meant the team needed to find a different co-host to work with a community.

Due to schedule changes in response to the pandemic, the components of the card game changed between spring 2020 when the project team initially launched outreach, and summer/fall 2020, when the project team had updated modeling information. For example, the summer/fall version of the game featured a one-way inbound fee instead of the two-way fee featured in the spring 2020 version of the game. These limitations are reflected in the analysis below.

The information represented here is synthesized from co-creation workshops from February to early October 2020. The planned upcoming regional workshops being hosted for those outside of San Francisco have not been incorporated into the findings yet.

Participant Information

Workshop Location	Community Partner	Total Attendees	Languages Used
Bayview	Young Community Developers & APRISF	30	English
Chinatown	Chinese Newcomers	17	English and Cantonese
Excelsior	Excelsior Works!	27	Cantonese
Mission	MEDA	13	English and Spanish
Mission Bay	CCDC	20	English
Mixed	El Centro & Senior and Disability Action	15	English and Spanish
SoMa	BiSHoP	3	English
Tenderloin	Central City SRO Collaborative	23	English and Spanish
Visitacion Valley	APA Family Support Services	4	English
West Side (Richmond + Sunset)	Self-help for the Elderly	7	Cantonese
Total		159	

Overall Themes

Theme 1: San Francisco has an affordability crisis and study recommendations should prioritize advancing equity and affordability.

People and small businesses in San Francisco struggle with affordability

- Many participants are concerned about housing and overall unaffordability.
- Increased travel costs would further strain budgets for families, workers, and small businesses.
- Affordability was a common primary concern for congestion pricing; this may have been why 10 sessions (about 24% of all sessions) wanted no fee at all or very low fees for drivers (\$1-3)

Participants overwhelmingly prioritized income-based discounts and exemptions over other types of discounts and exemptions.

- Very-low- and low-income communities should be a top priority and protected from fee
 costs. Some participants said that everyone in both very-low and low-income categories
 should get a full exemption.
- The income levels should be expanded to help moderate-income individuals. Of note, there is a heavy impact on individuals who are right on the cusp of being able to receive income-based social services but still have to grapple with the high expenses of San Francisco.
- There are many implementation questions/concerns:
 - How would someone get the subsidy (in terms of process) and how would that eligibility be verified?
 - How can people easily get this subsidy without going through lots of hoops and hurdles?
 - How would the government prevent abuse of the system (i.e. someone using another person's low-income status pass)?
 - Just because a subsidy exists, it doesn't mean that everyone who qualifies would get it. Very-low to low-income individuals may not know about subsidy, be afraid to get it because it'll get counted as public charge, have language barriers, etc.

A majority of participants prioritized transit discounts

- Many participants talked about how public transit is currently too expensive, and that it is actually cheaper to call an Uber/Lyft.
- Some participants brought up a need for seniors to be subsidized for transit, including those that may not be covered under means-based subsidy.

Some support for a discount for people with disabilities

 Some participants prioritized this discount because it is difficult for people with disabilities to get around and they should not have to pay more.

Some support for a bridge toll discount

- Though participants often supported this, usually they would prioritize income-based discounts and exemptions and public transit improvements over this discount.
- A small group of participants did choose this discount, and usually it was in consideration
 of workers who need to commute from the East Bay to get to San Francisco. They
 thought it would be too much for someone to pay both the bridge toll and congestion fee.

Some support for a resident discount

- There is some support for a downtown resident-based subsidy because they felt the idea of paying the congestion fee to go in and out of the area they live in is "ridiculous."
- However, some people noted that if someone is a high-income resident, they should not get this discount.
- Some people went further to say that residents should be fully exempted from the fee.

Some support for a daily cap

 Some parent participants spoke strongly about the impact of congestion pricing on their childrens' needs (school drop offs and pickups multiple times a day, it's more convenient to drive, it's safer to drive with young kids, etc.). They think congestion pricing would be unfair given this.

Theme 1 take-aways for program design:

 Prioritize income-based discounts and exemptions while including other discount options in scenarios.

Theme 2: Participants overwhelmingly prioritized public transit investments and emphasized the need for improvements to happen prior to a congestion fee.

Participants want major improvements to transit

- Improvement needs cited included:
 - More frequent and reliable service
 - Adding routes and stops
 - Safer and cleaner transit (less crime, fewer collisions, overcrowding)
 - More parking around transit hubs
 - Less crowding
 - Add different types of transit options (shuttles, pedicabs, bike shares)
- Some participants had questions around the future of transit given service cuts and usage due to COVID-19.
- Some participants emphasized the importance of improving transit before a congestion
 pricing is put in place, especially for neighborhoods like the Bayview. Some were
 skeptical about the government's ability to improve transit on a promised timeline based
 on past experiences with delayed transit improvement projects.

Pedestrian and bicycle safety upgrades were the second highest priority investment

- The majority of participants prioritized safety improvements, citing needs such as longer crosswalk times, dedicated signage, more bike lanes etc.
- Some participants don't feel safe on the streets because of poor behavior by some bicyclists, skateboarders, scooters, etc. and created their own investment card for pedestrian and bicycle safety education and law enforcers.

Street repaving was popular

- Nearly half of participants supported having roads repaved, citing currently poor conditions.
- Some participants noted that the construction associated with street repaving can itself cause congestion.

Transit ambassadors were popular

- Many participants supported transit ambassadors, correlating this support with feelings of unsafety in San Francisco, specifically on transit systems.
- Some participants thought this idea was currently too vague and would like to see more
 detail about how this would actually help increase safety on transit use.

There was interest in school buses and general education investments

- Some participants wanted increased school buses so that their children could have more options to get to school.
- Beyond school buses, there was also a pattern of participants creating broader school/education investments, such as funding for after school youth programs, funding for school supplies, or special bus tickets for students to go to downtown museums for learning.

There was interest in improved paratransit and improved disability accommodations overall

- A number of participants spoke about the importance of having improved paratransit options for people with disabilities so that it is easier for them to get around.
- In addition to paratransit shuttles, some advocated for better disability accommodations overall, especially on buses and in Uber/Lyfts.

Theme 2 take-aways for program design:

 Prioritize investment funds for transit and safety improvements and consider other investment ideas depending on funding available.

Theme 3: Most co-creation participants chose a fee level of at least \$10, provided it would fund a package of discounts and investments.

- Of the 42 sessions¹ conducted, 32 sessions (about 76%) decided on a fee of at least \$10, while the remaining 10 sessions (about 24%) wanted no fee at all or very low fees for drivers (\$1-3). Of these, 6 sessions decided on "no fee" (meaning no congestion pricing), 3 sessions decided on very low fees of \$1-3, and 1 session decided on no fee to drivers while passing on the fee to companies.
- The average group selected two discounts and three investments as part of its proposed policy. For example, a group who selected a \$12/6/0 fee structure would do so in tandem with 3 investments such as transit improvements, bike and pedestrian safety upgrades, and school buses, and 2 discounts and exemptions such as free transit for very-low income riders, and discounted transit for more low-income riders.

Theme 3 take-aways for program design:

• The fee levels selected by most participants were close to the range under consideration for the study.

¹ A "session" is defined as a breakout session within a co-creation workshop. Participants in each breakout session tried to reach agreement on a proposed program package.

• The final policy recommendation should consider how many investments and other benefits the fee can fund, and if there are enough benefits funded given the community's expectations for revenue usage.

Theme 4: Uber and Lyft should pay their fair share.

- Strong participant sentiments that ride-hail services (Lyft and Uber) are a major cause of congestion.
- Some participants went beyond ride-hail companies and named other tech companies and major corporations as responsible for helping address the congestion problem that they have disproportionately contributed to.
- Participants' attitudes toward Lyft and Uber drivers were mixed. There was some
 concern about Lyft and Uber passing any potential increase in their expenses to drivers
 or riders. Some participants cited drivers as also low-income community members, so it
 would be unfair for expenses to get passed to them. Some participants didn't like the
 congestion that ride-hail caused while others benefit from these services to get around
 the city.

Theme 4 take-aways for program design:

- Include fees for ride-hail users to ensure their congestion impacts are addressed, while also maintaining affordability for those who have limited resources and rely on these services for their transportation needs.
- Pair a congestion pricing program with employer-based transportation demand strategies.

Theme 5: The current state of our streets is unacceptable.

It's not safe

- Participants are concerned about being able to move about safely on streets, ranging from fear of traffic collisions to seeing drugs and alcohol usage in public.
- Public transit doesn't necessarily feel safe either, with participants citing regular fights and pickpocketing that happens in those settings.
- Participants also want their city to be cleaner in terms of the environment and the air.
- Some participants talked about police violence they've experienced in San Francisco.
- Some small business owners talked about their stores being robbed.

There is a lot of congestion

- Participants generally agree that there is a lot of congestion both getting in/out of the city and within the city. They would like to see less congestion in San Francisco.
- Small business owners talked about the difficulty congestion causes for their businesses, which are already hurting. They spoke particularly in terms of difficulty for deliveries and congestion being a deterrent for potential customers to come into the city.

The government isn't helping as much

- Many participants talked about distrust in government and past harms that government has caused.
- Many participants talked about their lack of faith in government's follow-through in creating positive change, including street pavement in poor condition and long delays in Central Subway construction.
- Participants named the needs for transparency and fairness as values to build trust with the government.

Theme 5 take-aways for program design:

- Include improvements in investment proposals that would improve safety and perceptions of safety, such as bicycle and pedestrian safety measures and transit ambassadors.
- Continue to include robust community engagement as the program planning and design process continues.

Theme 6: A number of participants proposed revising and contracting the zone boundaries.

- Some participants thought that only the most congested traffic streets should be in the zone, but not the entirety of the map itself.
- Participants from the Mission didn't want the zone boundary to split the neighborhood and wanted the boundary to be moved north closer to the Central Freeway.
- Some participants were concerned that the zone would push traffic to the borders and negatively impact adjacent underinvested communities.
- Chinatown had significant concerns about being in the zone, with the sentiment that it would negatively affect equity and merchants.
- Some participants from underinvested neighborhoods on the outskirts of San Francisco, like the Bayview, felt that they would be disproportionately affected by a large zone because currently they are forced to go into the downtown area to get basic services, groceries, etc. Residents had concerns about how to get downtown given the difficulty of public transit in southeast San Francisco.

Theme 6 take-aways for program design:

 The zone boundaries should be adjusted to still include the most congested areas and ensure overall program viability, but with more sensitivity to individual neighborhood boundaries.

Theme 7: The co-creation process sparked new ideas and highlighted unique concerns from community members.

Idea: Add a positive reinforcement/reward component suggestions included:

Point system for riding public transit that gives free congestion pricing passes.

- Community service in exchange for free transit/congestion pricing options (especially for low-income people who can't afford congestion pricing).
- Exemptions for other transport options, i.e. motorcycles, electric cars.
- Monthly passes vs. per ride purchases that can reduce overall fee.

Idea: Worker-based/distance-based discounts and exemptions

 Some participants thought someone commuting for work to downtown should have discounts and exemptions or the cost could be directed to employers, particularly for San Francisco residents (i.e. Bayview) and East Bay commuters.

Idea: Invest in traffic control officers

• A small number of participants wanted more traffic directors who can enforce traffic rules and help move traffic along during congested times.

Concern: Some participants said there should be special consideration for seniors and college/graduate students who may not be protected enough by the means-based discounts.

Concern: A small number of participants had mixed feelings about congestion pricing and tourism. Some worried that congestion pricing would have a negative impact on tourism while some thought tourists should be charged a higher congestion fee.

Theme 7 take-aways for program design:

- Consider pairing other incentives and transportation demand management strategies with a congestion pricing program, including for tourists
- Consider additional parking and traffic control officers as a potential investment with program revenue
- Continue to consider other ideas participants suggest as program design evolves

Co-Creation Quantitative Data²

Overall Fees Chosen

	Regular Fee	Low Income	Very Low Income
Average	\$10.12	\$4.83	\$1.83
Median	\$12.00	\$6.00	\$0.00
Most Common Selection	\$12.00	\$6.00	\$0.00

Average Fee By Neighborhood (n=number of breakout sessions per neighborhood)

	Regular Fee	Low Income	Very Low Income			
Bayview (n=7)	\$12.33	\$2.00	\$0.00			
Chinatown (n=4)	\$3.00	\$1.50	\$0.00			
Excelsior (n=6)	\$7.33	Information not available				
Mission (n=6)	\$12.29	\$6.14	\$2.86			
Mission Bay (n=4)	\$15.00	\$8.00	\$4.40			
Mixed - El Centro (n=2)	\$12.00	\$6.00	\$0.00			
Mixed - SDA (n=2)	\$6.00	\$3.00	\$0.00			
SoMa (n=2)	\$20.00	Information	not available			
Tenderloin (n=6)	\$9.67	Information not available				
Visitacion Valley (n=1)	\$12.00	Information not available				
West Side (n=2)	\$1.50	\$0.00 \$0.00				

2

Co-creation data analysis limitations:

- 1. The findings and themes in this document do not include the last remaining co-creation workshops which took place after 10/2/2020, which includes workshops for those in Oakland, Richmond, etc.
- 2. Data set is inconsistent between the spring 2020 and summer/fall 2020 game versions and across workshops, which means some information is not available. For example the income discount card options changed between the spring 2020 and summer/fall 2020 game versions the earlier version did not group income-based discounts with overall fee levels or distinguish between the low- and very-low income categories.
- 3. Variations across the number of co-creations facilitated at each neighborhood means that neighborhoods with more workshops will have their results represented more heavily.
- 4. Notes and workshop reporting were taken in varying formats, which may affect data representation and interpretation for results.

Discounts, Investments, and Fee Overall Popularity

Туре	Neighborhood	# of Times Card Selected	% of Groups Who Selected Card
	Free transit for very low-income riders	24	59%
	Discounted transit for more low-income riders	21	51%
Discount Cards	Bridge toll-payer discount	14	34%
	Drivers with disabilities discounts	14	34%
	Create Your Own	14	34%
	Maximum daily charge	8	20%
	Transit improvements	27	66%
	Pedestrian and bicycle safety upgrades	21	51%
Investment	Street repaving	19	46%
Cards	Transit ambassadors	18	44%
	Add school buses	15	37%
	Create Your Own	11	27%
	Improved Paratransit	8	20%
	\$4 peek period fee	6	15%
	\$6 peek period fee	5	12%
Old Fee cards	\$5 peek period fee	2	5%
	Apply the fee to drive within the congestion pricing zone	2	5%
	\$12/\$6/\$0	7	17%
New Fee Cards	No Fee	5	12%
New Fee Cards	\$10/\$5/\$5	3	7%
	\$14/\$7/\$0	2	5%
Both	Create Your Own	15	37%

Key Findings from Other Feedback Tools

Discounts + Exemptions

Income-based Discounts:

- Income-based discounts and exemptions were the top discount priority across all outreach channels.
- 37% of digital survey respondents prioritized free transit for very low-income (Lifeline) travelers this was the top selection; 27% of survey respondents wanted discounted transit for more low-income riders. The digital survey included income-based congestion fee discounts in packages with the fee option levels.
- Income-based discounts were nearly universally prioritized in community presentations.
- Comments received via the text based survey, community presentations, social media, and email correspondence showed significant concern for low- and moderate-income people having to pay a fee.

Disability Discount:

- Discounts for drivers with disabilities was the next most popular discount in the digital survey (29%) after income-based discounts.
- Some text survey respondents and social media comments also said that discounts for disabled drivers were important.

Bridge Toll-payer Discount:

- About one in seven digital survey respondents selected a bridge toll-payer discount.
 Non-San Francisco participants were more likely to choose the bridge toll discount (20%) compared to 11% of San Francisco respondents.
- Some text survey respondents were in favor of a bridge toll discount, which often correlated with concern about low-income commuters.
- Participants in community presentations expressed frustration that congestion related to eastbound on-ramps to the Bay Bridge had returned some noted that the bridge toll alone wasn't enough of a deterrent to driving to eliminate ramp-related congestion.

Resident Discount:

- Overall, approximately one in four digital survey respondents favored discounts for zone residents. One in three Eastside residents favored a discount for those in the zone.
- Digital and text survey participants expressed concern for low income residents of the zone in their comments.
- A number of social media commenters noted that they would only support a plan that offered a discount to zone residents.

Daily Toll Cap:

- A maximum daily charge was the least popular discount/exemption among digital survey participants, with only approximately one in ten selecting it, even among Eastside residents.
- The unique needs of parents were cited in open-ended comments across outreach channels, with a number of participants citing that parents may/do make multiple car

trips a day in/out of zone. However, participants did not necessarily link this travel pattern to a maximum daily charge.

Discount and exemption take-aways for program design:

 Prioritize income-based discounts and exemptions while including other discount options in scenarios.

Investments

Transit Improvements

- Transit improvements were the most popular investment choice across outreach channels. Two out of three digital survey respondents (67%) chose transit improvements as an investment. Two out of three text respondents cited transit improvements as a top investment choice.
- Participants in community presentations frequently referenced making Muni free/cheaper, more accessible to seniors/parents, and less crowded. Community presentation attendees also cited better regional transit as a priority.
- A number of open-ended comments in the text survey as well as on social media expressed concern that without transit improvements, congestion pricing would create additional challenges for those traveling downtown.
- Commenters on social media expressed concern about trying to shift more people to transit, given recent service reductions due to COVID-19.

Bicycle and Pedestrian Improvements

- Bicycle and pedestrian improvements were a close second to transit improvements for the most popular investment choice across outreach channels. 61% of digital survey respondents prioritized bicycle and pedestrian safety upgrades.
- Safety was a recurring theme in open-ended comments on the text surveys and in social media.

Improved Paratransit

 Approximately one in four digital survey respondents prioritized investment in improved paratransit.

Transit Ambassadors

- Approximately one in four digital survey participants selected transit ambassadors as an investment.
- Participants in community presentations, the text survey, and on social media noted a
 desire for Muni to be made more safe, often in the context of making it more accessible
 to parents, seniors, and people with disabilities.

Street Repaying

• Approximately one in four digital survey participants (24%) selected street repaving as an investment but wasn't frequently mentioned through other outreach channels.

Additional School Buses

 Survey comments and participants in community presentations voiced concerns about school transportation, but school buses were not prioritized as much as other investments by those who took the digital survey.

Investment take-aways for program design:

 Prioritize investment funds for transit and safety improvements and consider other investment ideas depending on funding available.

Pricing by Vehicle Type

 Many participants in community presentations and social media commenters cited the impact that Lyft and Uber have had on congestion in San Francisco and voiced concerns that Lyft and Uber should pay their fair share.

Pricing by vehicle type take-aways for program design:

• Include fees for ride-hail users to ensure their congestion impacts are addressed, while also maintaining affordability for those who have limited resources and rely on these services for their transportation needs.

Overall Fee Levels

- For those who engaged in the congestion pricing game via the digital survey, 44% preferred a \$14 fee, 27% selected a \$12 fee, 19% selected a \$10 fee, and 8% chose "no fee."
- However, nearly three out of four text respondents expressed opposition to the idea of a fee.
- Participants who provided social media comments frequently voiced their concern over any additional fees, particularly for low-income drivers.

Fee level take-aways for program design:

- Overall, most survey participants selected one of the fee level options under consideration for the study, particularly when providing feedback in the context of selecting an overall balanced package of discounts/exemptions, investments, and fees.
- The final policy recommendation should consider how many investments and other benefits the fee can fund, and if there are enough benefits funded given the community's expectations for revenue usage.

Boundary

- Open-ended comments received across outreach channels frequently described the congestion pricing zone being too large.
- Those who participated in public meetings had a variety of responses to the geography

- Neighborhoods in the zone:
 - Hayes Valley residents wanted Octavia Blvd to be inside the boundary
 - Mission Bay stakeholders had varied opinions, some supportive and some not supportive of the congestion pricing and whether the neighborhood should be included in the zone
 - Chinatown stakeholders had concerns about effects on equity and merchants
 - Tenderloin residents were interested in potential safety and transit benefits
- Neighborhoods near the border:
 - Potrero, Mission and Japantown stakeholders did not want the boundary to split their neighborhoods

Boundary take-aways for program design:

 The zone boundaries should be adjusted to still include the most congested areas and ensure overall program viability, but with more sensitivity to individual neighborhood boundaries.

								veraging		
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request		Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	143	SFCTA	Downtown Congestion Pricing	\$	550,000	\$ 2,800,000) NA	80%	Planning	Citywide
			TOTAL	\$	550,000	\$ 2,800,000	0%	80%		

Footnotes

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

² Acronyms: SFCTA (San Francisco County Transportation Authority)

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
143	SFCTA	Downtown Congestion Pricing	\$ 550,000	The Transportation Authority will study how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. This study will evaluate alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. The study will include extensive stakeholder and community outreach centered on low-income communities of color and other historically underinvested communities and will focus on how a congestion pricing program could be designed and implemented to advance equity. This request will fund additional outreach beyond the scope funded by a February 2019 Prop K allocation of \$500,000. The study is anticipated to be complete by June 2021.
		TOTAL	\$550,000	

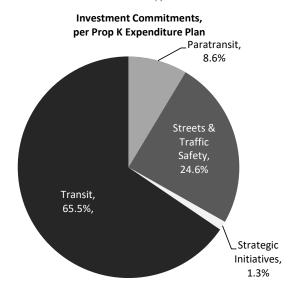
See Attachment 1 for footnotes.

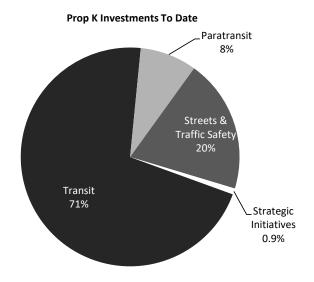
EP Line No./ Category	Project Sponsor	Project Name	Prop K I Recomm		Recommendations
143	SFCTA	Downtown Congestion Pricing	\$	550,000	Prop K 5-Year Prioritization Program (5YPP) Amendment: Fully funding this request requires an amendment to the Prop K Transportation Demand Management/Parking Management 5YPP to reprogram \$100,000 in FY 19/20 funds from the Emerging Mobility Pilots placeholder, \$200,000 in FY 19/20 funds from the Mobility as a Service Pilots placeholder, and \$50,000 in FY 20/21 funds from the ConnectSF Modal Study Follow On placeholder to the subject project. The amendment also requires reprogramming \$50,000 in FY 19/20 funds for the Commuter Benefits Ordinance Update to FY 21/22 and \$50,000 in FY 21/22 funds for the ConnectSF Modal Study Follow On placeholder to FY 20/21. These other projects and studies are not moving forward in the near term, while the Downtown Congestion Pricing Study is already underway and a priority to complete. See allocation request form for details.
		TOTAL	\$ 55	50,000	

¹ See Attachment 1 for footnotes.

PROP K SALES TAX												
FY2020/21	Total	FY 2020/21	F	Y 2021/22	I	FY 2022/23	F	Y 2023/24	F	Y 2024/25	FY	2025/26
Prior Allocations	\$ 55,029,510	\$ 15,663,993	\$	25,164,063	\$	13,024,042	\$	1,177,412	\$	-	\$	-
Current Request(s)	\$ 550,000	\$ 400,000	\$	150,000	\$	-	\$	-	\$	-	\$	-
New Total Allocations	\$ 55,579,510	\$ 16,063,993	\$	25,314,063	\$	13,024,042	\$	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).





Attachment 5

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

FY of Allocation Action:	FY2020/21		
Project Name:	Downtown Congestion Pricing Study		
Grant Recipient:	San Francisco County Transportation Authority		

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	ransportation Demand Mgmt		
Current Prop K Request:	\$550,000		
Supervisorial District(s):	Citywide		

REQUEST

Brief Project Description

Study how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Study will evaluate alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach centered on low-income communities of color and other historically underinvested communities will focus the study on how a congestion pricing program could be designed and implemented to advance equity. Request will fund additional outreach.

Detailed Scope, Project Benefits and Community Outreach

The Transportation Authority's Downtown Congestion Pricing Study is anticipated to conclude by June 2021. This request will fund scope that is in addition to the scope funded with \$500,000 in Prop K funds, approved by the Board in February 2019. The additional scope is focused primarily on stakeholder outreach and includes:

- Additional Policy Advisory Committee meetings and supporting technical resources;
- More workshops to co-develop policy proposals with partners in Communities of Concern;
- Further outreach with regional stakeholders; and
- A three-month study timeline extension to allow for the expanded stakeholder engagement plan.

In addition, \$150,000 in planned private funding for the original study scope did not materialize due to the pandemic and recession. \$50,000 of this request, in combination with budget reductions of \$55,595 from SFMTA and \$44,405 from the Transportation Authority, would cover this shortfall.

See attached full additional scope for details.

Project Location

Study area is northeastern San Francisco.

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

Downtown Congestion Pricing Study 2020 Scope of Work Amendment

This additional scope of work for the Transportation Authority's Downtown Congestion Pricing Study is in addition to the scope described the original February 2019 appropriation. The additional scope is focused primarily on stakeholder outreach and includes:

- Additional Policy Advisory Committee meetings and supporting technical resources;
- More workshops to co-develop policy proposals with partners in Communities of Concern;
- Further outreach with regional stakeholders; and
- A three-month study timeline extension to allow for the expanded stakeholder engagement plan.

Note the study's task structure has been adjusted from the original scope as follows:

Current task	Original tasks	
0. Project Management	1,9	
1. Stakeholder Engagement	2	
2. Program Development	3, 4, 6, 8	
3. Technical Analysis	5, 7	

0. Project Management

0.1. Project Startup

No additional scope.

0.2. Ongoing Project Management

This task includes additional time and budget for day-to-day project management, meetings, and briefings to support delivery of the study due to a longer project timeline as well as a higher level of coordination required to integrate the workstreams and advance the scope of work.

0.3. Final Report

No additional scope.

1. Stakeholder Engagement

1.1. Stakeholder & Community Engagement Plan and Management

The additional scope and budget in this task address the need for increased coordination, management, and strategy development time for Task 1. To fully develop the study, including the additional outreach scope and extended timeline, there is a need for more time to meet and coordinate within and across tasks. This includes:

- Ongoing Task 1 coordination and management, coordination of translation needs and materials
- Update and finalize stakeholder lists, conduct additional outreach to key stakeholders, schedule and conduct one-on-one interviews

• Develop a strategy and engage with stakeholders and audiences beyond San Francisco, such as organizations working with Communities of Concern

1.2. Message Research and Development

The study team will continue to refine and adapt messaging that accurately and articulately communicates the Transportation Authority's congestion pricing plans while incorporating questions and concerns from the public. The additional scope and budget include coordination to involve community-based organizations in message refinement, the anticipated evolution of key messages throughout the life of the project, translation of refined messages, and planning and executing multilingual, multichannel advertising campaigns to notify the public about input opportunities. Notifications will include methods to reach members of the public with limited digital access, such as radio, print, and telephone/texting.

1.3. Policy Advisory Committee (PAC)

As a key group of stakeholders and project advisors, the PAC will continue to shape the congestion pricing program and guide the Transportation Authority in carrying messages to its audiences and stakeholders. To support deeper PAC engagement, the study team will convene two additional PAC meetings for a total of eight. Additionally, the study team is increasing the level of effort to support PAC meetings due to the complexity of the project and higher levels of coordination needed.

1.4. Engagement Activities and Materials

The study team will continue to implement a variety of activities to help reach stakeholders where they are, making it convenient, interesting, educational, and fun to help shape this project, and helping people understand the opportunity to engage and how their feedback will be used. Engagement methods are be designed to involve diverse stakeholders in socially-distanced outreach, including those with limited digital access, through virtual/telephone co-creation workshops, other engagement through CBOs, virtual/telephone town halls, a texting service, flyers, and advertising. The additional scope in this request includes:

- Outreach to Community-Based Organizations (CBOs): Develop a program for enhanced engagement with CBOs, working with them to determine the best ways to share surveys and input opportunities with their members and conduct broader engagement. This will include developing a plan to engage CBOs and working with them to reach their communities using the most effective tools.
- Co-Creation Workshops: Plan and convene 11 additional multilingual co-creation workshops in partnership with local CBOs and/or PAC members to engage key stakeholders with an emphasis on those most affected by the program. Co-creation workshop activities include coordinating participation, invites, notification, and logistics; preparation of event and staffing plan; material preparation, review, and delivery; travel if needed, meeting setup, staffing during meeting, meeting facilitation, tracking of community input, and provision of workshop output synthesis. Equity-centered outreach will intend to reach a variety of populations,

recognizing that marginalized communities tend to have separate access needs. Key communities include SoMa, the Tenderloin, Chinatown, Bayview, the Mission, Excelsior, Visitacion Valley, and the broader San Francisco community. Tasks include planning (content, strategy, partnerships), facilitation, and synthesis of outputs. Other expenses including co-designer and CBO co-host compensation, live translation, and material production and delivery.

• Translation of project outreach materials to support overall project and engagement needs. Materials may include those for workshops, surveys, advertisements, digital and telephone engagement, briefings, and other communications, as needed.

2. Program Development

2.1. Program Development Plan and Coordination

The additional scope and budget in this task address the need for increased coordination, management, and strategy development time for Task 2. To fully develop the study, including the additional outreach scope and extended timeline, there is a need for more time to meet and coordinate within and across tasks. This scope also includes additional refinement of the Program Development Plan, which documents the study's process for developing and refining congestion pricing program proposals.

2.2. Technical Advisory Committee (TAC)

No additional scope.

2.3. Goals and Objectives, Purpose and Need

The additional budget covers additional refinement and review of the study Goals and Performance Metrics, including to incorporate PAC input prior to adoption.

2.4. Case Study Research

No additional scope.

2.5. Develop & Refine Program Definition, Identify Recommended Program

Based on inputs from tasks 1 and 3, the study team will develop congestion pricing program scenarios, alternatives, and a recommended program that best meet the goals identified in Task 2.3. Transportation Authority and SFMTA staffs will assist with developing program elements (including development of multimodal investment packages), identifying potential funding sources, and related interagency coordination. The additional scope reflects additional effort due to extended project schedule, cross-workstream collaboration, and additional review and revision to incorporate stakeholder input.

2.6. Implementation Plan

No additional scope.

3. Technical Analysis

3.1. Technical Analysis Plan and Coordination

The additional scope and budget in this task address the need for increased coordination, management, and strategy development time for Task 3. To fully develop the study, including the additional outreach scope and extended timeline, there is a need for more time to meet and coordinate within and across tasks.

3.2. Existing Conditions Data Gathering and Analysis

Additional existing conditions analysis and documentation included in this budget request helps inform program development and stakeholder engagement. This additional scope includes new data analysis in response to PAC input and supports creation of additional materials and content to support the PAC, TAC, co-creation, key messages, and Goals and Performance Metrics memo.

3.3. Analysis for Program Development & Stakeholder Engagement
The requested budget includes additional analysis and documentation in coordination with tasks 1 and 2 to support development and refinement of alternatives that are responsive to stakeholder input.

3.4. Cost and Revenue Estimates

The study team will provide additional support and coordination for the development of capital, operating, and maintenance costs. This includes working with task leads to best communicate cost information to stakeholders and incorporate program design changes as a result of stakeholder input into cost estimates.

Other planned and potential scope adjustments

The original study budget included \$150,000 in private contributions. However, these have not materialized due to the pandemic and recession. This Prop request includes \$50,000 to address a portion of this shortfall in combination with a \$55,595 budget reduction for SFMTA and a \$44,405 reduction in the Transportation Authority's budget.

In addition, we are currently planning for the study's second major round of outreach under Shelter in Place. The first round of outreach was more labor-intensive due to the pandemic, so we plan to develop and consider scope and funding options for the upcoming outreach round.

Schedule

The study schedule is below. Major rounds of outreach include:

- Step 2 listening phase
- Steps 3-4 to gather input on program features
- Step 5 to gather input on analyzed alternatives and a potential recommendation



5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

Fully funding this request requires an amendment to the Prop K Transportation Demand Management/Parking Management 5YPP to reprogram \$100,000 in FY 19/20 funds from the Emerging Mobility Pilots placeholder, \$200,000 in FY 19/20 funds from the Mobility as a Service Pilots placeholder, and \$50,000 in FY 20/21 funds from the ConnectSF Modal Study Follow On placeholder to the subject project. The amendment also requires reprogramming \$50,000 in FY 19/20 funds for the Commuter Benefits Ordinance Update to FY 21/22 and \$50,000 in FY 21/22 funds for the ConnectSF Modal Study Follow On placeholder to FY 20/21. These other projects and studies are not moving forward in the near term, while the Downtown Congestion Pricing Study is already underway and a priority to complete.

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

FY of Allocation Action:	FY2020/21	
Project Name:	Downtown Congestion Pricing Study	
Grant Recipient: San Francisco County Transportation Authority		

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
---------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2019	Apr-May-Jun	2021
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)				

SCHEDULE DETAILS

Timeline for key remaining tasks:

- Task 0: Project management Ongoing. Final Report to be drafted by June 2021.
- Task 1: Stakeholder engagement Next major round of outreach planned to begin in March 2021, results anticipated to be shared in March CAC and April Board presentations.
- Task 2: Program development Draft program recommendations to be developed based on ongoing scenario analysis and winter outreach, then shared in planned June CAC and July Board presentations.
- Task 3: Technical analysis Detailed scenario analysis to be completed by January 2021. Cost and revenue estimates for final recommendation to be completed in spring 2021 and included in final report.

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

FY of Allocation Action:	FY2020/21	
Project Name:	Downtown Congestion Pricing Study	
Grant Recipient: San Francisco County Transportation Authority		

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$350,000	\$200,000	\$500,000	\$1,050,000
BAY AREA TOLL AUTHORITY FUNDS	\$0	\$0	\$400,000	\$400,000
TRANSBAY TRANSIT CENTER COMMUNITY FACILITIES DISTRICT FUNDS	\$0	\$0	\$880,000	\$880,000
TRANSBAY TRANSIT CENTER DISTRICT DEVELOPER FEES	\$0	\$0	\$470,000	\$470,000
Phases in Current Request Total:	\$350,000	\$200,000	\$2,250,000	\$2,800,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$2,800,000	\$550,000	Costs to date and estimated cost based on similar work
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	
Total:	\$2,800,000	\$550,000	

% Complete of Design:	0.0%
As of Date:	N/A
Expected Useful Life:	N/A

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

MAJOR LINE ITEM BUDGET

ORIGINAL BUDGET SUMMARY*										
	0	0. Project		1. Stakeholder		2. Program		Technical		Total
	Ma	nagement	Eı	ngagement	De	velopment	A	Analysis		Total
SFCTA	\$	158,957	\$	247,726	\$	184,667	\$	220,233	\$	811,584
SFMTA	\$	500	\$	-	\$	51,570	\$	3,525	\$	55,595
Consultant	\$	36,000	\$	437,000	\$	144,000	\$	80,000	\$	697,000
Contingency									\$	235,822
Total (Original)	\$	195,457	\$	684,726	\$	380,237	\$	303,758	\$	1,800,000

ADDITIONAL BUDGET SUMMARY (subject of current request: \$550,000 Prop K, \$450,000 other										
	0	0. Project		Stakeholder	2. Program		3. Technical			Total
	Ma	nagement	Е	ngagement	De	velopment	-	Analysis		Total
SFCTA	\$	118,604	\$	185,504	\$	-	\$	-	\$	304,108
SFMTA	\$	(500)	\$	-	\$	(51,570)	\$	(3,525)	\$	(55,595)
Consultant	\$	213,893	\$	422,720	\$	96,004	\$	42,384	\$	775,000
Contingency									\$	(23,513)
Total (Current Request)	\$	331,997	\$	608,224	\$	44,434	\$	38,859	\$	1,000,000

TOTAL BUDGET WITH THIS REQUEST										
	0	0. Project		0. Project 1. Stakeholder 2.		2. Program		Technical		Total
	Ma	nagement	E	ngagement	De	velopment	A	Analysis		TOtal
SFCTA	\$	277,561	5	433,230	55	184,667	\$	220,233	49	1,115,692
SFMTA	\$	-	\$	-	\$	-	\$	-	\$	-
Consultant	\$	249,893	\$	859,720	\$	240,004	\$	122,384	\$	1,472,001
Contingency									49	212,308
Grand Total	\$	527,454	\$	1,292,950	\$	424,671	\$	342,617	\$	2,800,000

DETAILED LABOR COST ESTIMATE										
SFCTA	Hours		e Hourly Rate		Overhead Multiplier		Fully urdened urly Cost		Total	
Deputy Director	490	\$	102.60	\$	2.62	\$	268.80	\$	50,466	
Sr. Transportation Planner	460	\$	61.66	\$	2.62	\$	161.55	\$	28,477	
Transportation Planner	310	\$	53.17	\$	2.62	\$	139.30	\$	16,393	
Director of Communications	840	\$	79.63	\$	2.62	\$	208.63	\$	67,105	
Sr. Communications Officer	890	\$	66.36	\$	2.62	\$	173.86	\$	58,994	
Communications Officer	990	\$	49.75	\$	2.62	\$	130.35	\$	49,428	
Graphic Designer	810	\$	40.93	\$	2.62	\$	107.23	\$	33,245	
Total	4,790							\$	304,108	

Consultant	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Nelson\Nygaard team labor	3,751			\$ 175.08	\$ 656,733
Nelson\Nygaard direct costs					\$ 118,267
Total	3,751				\$ 775,000

*Note: The task structure has been adjusted from the original budget as follows:

Current task	Original tasks
Project Management	1, 9
1. Stakeholder Engagement	2
2. Program Development	3, 4, 6, 8
3. Technical Analysis	5, 7

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

FY of Allocation Action:	FY2020/21			
Project Name: Downtown Congestion Pricing Study				
Grant Recipient:	San Francisco County Transportation Authority			

SFCTA RECOMMENDATION

	Resolution Date:		Resolution Number:
\$0	Total Prop AA Requested:	\$550,000	Total Prop K Requested:
\$0	Total Prop AA Recommended:	\$550,000	Total Prop K Recommended:

SGA Project Number	:				Name:	Downt Study	town Congestion	Pricing	
Sponsor		San Francisco County Transportation Authority			ion Date:	ate: 12/31/2021			
Phase	: Planning/Con	Planning/Conceptual Engineering			ndshare:	34.48	34.48		
	Cas	h Flow Distribut	ion	Schedule by	Fiscal Ye	ear			
Fund Source	FY 2020/21	FY 2021/22	FY	2022/23	FY 2023	/24	FY 2024/25	Total	
PROP K EP-143	\$400,000	\$150,000		\$0		\$0	\$0	\$550,000	

Deliverables

- 1. Quarterly progress reports (QPRs) shall contain a percent complete by task, percent complete of the overall project, a summary of outreach activities performed the quarter prior, and a list of outreach activities planned for the quarter ahead, in addition to the standard requirements for QPRs (See Standard Grant Agreement for details).
- 2. Provide a presentation to the CAC and Board (anticipated May & June 2021, respectively) on the Final Report, including final project recommendations.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	62.5%	No Prop AA
Actual Leveraging - This Project	62.5%	No Prop AA

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

FY of Allocation Action:	FY2020/21			
Project Name: Downtown Congestion Pricing Study				
Grant Recipient:	San Francisco County Transportation Authority			

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$550,000

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

CDP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Colin Dentel-Post	Mike Pickford
Title:	Senior Transportation Planner	Senior Transportation Planner
Phone:	(415) 522-4836	(415) 522-4822
Email:	colin.dentel-post@sfcta.org	mike.pickford@sfcta.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Transportation Demand Management (TDM)/Parking Management Category (EP 43) Programming and Allocations to Date Pending December 15, 2020

		Penc	Pending December 15, 2020	, 2020					
						Fiscal Year			
Agency	Project Name	Phase	Status	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Carry For	Carry Forward From 2014 5YPP								
SFMTA	Curb Management Strategy	PLAN/ CER	Programmed	\$200,000					\$200,000
SFMTA, Any Eligible	NTIP Placeholder	CON	Programmed	\$240,000					\$240,000
Citywide TDM	TDM								
SFE	Emergency Ride Home Program	1 CON	Allocated	\$130,000	\$120,000				\$250,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Allocated	\$200,000					\$200,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Programmed		\$240,000				\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed	\$240,000					\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed		\$140,000				\$140,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed			\$156,000			\$156,000
SFMTA	Residential TDM Program - Placeholder	1 PLAN/ CER	Programmed		\$230,000				\$230,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed				\$350,000		\$350,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed	0\$					0\$
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed			\$130,000			\$130,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed					\$65,000	\$65,000
SFE	Commuter Benefits Ordinance Update	² PLAN/ CER	Programmed	\$50,610					\$50,610
SFE	Commuter Benefits Ordinance Update	² PLAN/ CER	Programmed			\$50,000			\$50,000
SFCTA	Mobility as a Service Pilot - Placeholder	2 ANY	Programmed	0\$					0\$
SFCTA	Emerging Mobility Pilots - Placeholder	2 ANY	Programmed	0\$					0\$
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed	\$80,000					\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed			\$80,000			\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed					\$40,000	\$40,000
Demand a	Demand and Pricing Management								
SFCTA, SFMTA	Demand & Pricing - Placeholder	2 ANY	Programmed		0\$				0\$
SFCTA	Downtown Congestion Pricing Study	² PLAN/ CER	Pending		\$550,000				\$550,000

Transportation Demand Management (TDM)/Parking Management Category (EP 43) 2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Programming and Allocations to Date

Pending December 15, 2020

		Len	Pending December 15, 2020	, 7070					
						Fiscal Year			
Agency	Project Name	Phase	Status	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Modal Plans									
SFCTA Conne	SFCTA ConnectSF Modal Study Follow On	² PLAN/ CER	Programmed			\$250,000			\$250,000
Communities of	Communities of Concern Access								
TBD NTIP	NTIP Placeholder	PS&E, CON	Programmed	\$500,000					\$500,000
	L	otal Programm	Total Programmed in 2019 5YPP	\$1,640,610	\$1,280,000	\$666,000	\$350,000	\$105,000	\$4,041,610
		Total Allocat	Total Allocated and Pending	\$330,000	\$670,000	0\$	0\$	0\$	\$1,000,000
		T_{c}	Total Unallocated	\$1,310,610	\$610,000	\$666,000	\$350,000	\$105,000	\$3,041,610
	Total Prog	rammed in 201	Total Programmed in 2019 Strategic Plan	\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
		Dec	Deobligated Funds	0\$	0\$	0\$	0\$	0\$	\$0
	Cumulative Ren	aining Prograr	Cumulative Remaining Programming Capacity	\$350,000	0\$	0\$	0\$	0\$	80
Pending Allocation/Appropriation	/Appropriation								
Board Approved Al	Board Approved Allocation/Appropriation								

FOOTNOTES:

¹ 5YPP amendment to fund Essential Worker Ride Home Program (Resolution 2020-056, 05/19/2020).

Tourist TDM Program - Placeholder: Reduced from \$130,000 to \$0 in Fiscal Year 2019/20 for construction.

Residential TDM Program - Placeholder: Reduced from \$350,000 to \$230,000 in Fiscal Year 2020/21 for construction.

Essential Worker Ride Home Program: Project added with a total of \$250,000 in Fiscal Year 2019/20 (\$130,000) and Fiscal Year 2020/21 (\$120,000) funds for construction.

² 5YPP amendment to fund Downtown Congestion Pricing Study (Resolution 2021-xxx, 12/15/20).

Mobility as a Service Pilot - Placeholder: Reduced from \$200,000 to \$0 in Fiscal Year 2019/20 for any phase.

Emerging Mobility Pilots - Placeholder: Reduced from \$100,000 to \$0 in Fiscal Year 2019/20 for any phase.

Demand & Pricing - Placeholder: Reduced from \$200,000 to \$0 in Fiscal Year 2020/21 for planning.

Commuter Benefits Ordinance Update: Reduced from \$100,610 to \$50,610 in Fiscal Year 2019/20 and increased from \$0 to \$50,000 in Fiscal Year 2021/22 for planning. ConnectSF Modal Study Follow On: Reduced from \$300,000 to \$250,000 in Fiscal Year 2021/22 and increased from \$0 to \$50,000 in Fiscal Year 2020/21 for planning.

ConnectSF Modal Study Follow On: Reduced from \$50,000 to \$0 in Fiscal Year 2020/21 for planning.

Downtown Congestion Pricing Study: Project added with a total of \$550,000 in Fiscal Year 2020/21 for planning.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Transportation Demand Management (TDM)/Parking Management Category (EP 43) Cash Flow (Maximum Annual Reimbursement) Pending December 15, 2020

		renum	rending December 15, 2020	, 2020				
					Fiscal Year			
Project Name		Phase	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Carry Forward From 2014 5YPP								
Curb Management Strategy	PL	PLAN/ CER	0\$	\$150,000	\$50,000			\$200,000
NTIP Placeholder		CON	\$240,000					\$240,000
Citywide TDM	-	_		-				
Emergency Ride Home Program		CON	\$65,000	\$185,000				\$250,000
SF Safe Routes to Schools Program Administration		CON	\$140,000	\$60,000				\$200,000
SF Safe Routes to Schools Program Administration		CON		\$240,000				\$240,000
Employer TDM Program - Placeholder	PL	PLAN/ CER	\$240,000					\$240,000
Employer TDM Program - Placeholder	PL	PLAN/ CER		\$140,000				\$140,000
Employer TDM Program - Placeholder] br	PLAN/ CER			\$56,000	\$50,000	\$50,000	\$156,000
Residential TDM Program - Placeholder	1 PL	PLAN/ CER		\$55,000	\$175,000			\$230,000
Residential TDM Program - Placeholder	PL	PLAN/ CER				\$175,000	\$175,000	\$350,000
Tourist TDM Program - Placeholder	1 PL	PLAN/ CER	0\$	0\$				0\$
Tourist TDM Program - Placeholder	PL	PLAN/ CER			\$65,000	\$65,000		\$130,000
Tourist TDM Program - Placeholder] br	PLAN/ CER					\$65,000	\$65,000
Commuter Benefits Ordinance Update	2 PL	PLAN/ CER	\$50,610					\$50,610
Commuter Benefits Ordinance Update	2 PL	PLAN/ CER			\$50,000			\$50,000
Mobility as a Service Pilot - Placeholder	2	ANY	0\$	0\$	0\$			0\$
Emerging Mobility Pilots - Placeholder	2	ANY	0\$	0\$				0\$
TSP Evaluation Tool	PL	PLAN/ CER	\$40,000	\$40,000				\$80,000
TSP Evaluation Tool] br	PLAN/ CER			\$40,000	\$40,000		\$80,000
TSP Evaluation Tool] br	PLAN/ CER					\$40,000	\$40,000
Demand and Pricing Management								
Demand & Pricing - Placeholder	2	ANY		0\$	0\$			0\$
Downtown Congestion Pricing Study	2 PL	PLAN/ CER		\$400,000	\$150,000			\$550,000

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Cash Flow (Maximum Annual Reimbursement)
Pending December 15, 2020

	Length	remaining December 13, 2020	, 1010				
				Fiscal Year			
Project Name	Phase	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Modal Plans							
ConnectSF Modal Study Follow On 2	PLAN/ CER			\$50,000	\$100,000	\$100,000	\$250,000
Communities of Concern Access							
NTIP Placeholder	PS&E, CON	\$250,000	\$250,000				\$500,000
Cash Flow Programmed in 2019 5YPP	l in 2019 5YPP	\$1,025,610	\$1,520,000	\$636,000	\$430,000	\$430,000	\$4,041,610
Total Cash Flow Allocated and Pending	d and Pending	\$205,000	\$645,000	\$150,000	0\$	0\$	\$1,000,000
Total Cash Flow Unallocated	w Unallocated	\$820,610	\$875,000	\$486,000	\$430,000	\$430,000	\$3,041,610
Total Cash Flow in 2019	in 2019 Strategic Plan	\$1,360,610	\$1,185,000	\$636,000	\$430,000	\$430,000	\$4,041,610
Deok	Deobligated Funds	0\$	0\$	0\$	0\$	0\$	0\$
Cumulative Remaining Cash Flow Capacity	Flow Capacity	\$335,000	0\$	0\$	0\$	0\$	0\$
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

[this page intentionally left blank]





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

Memorandum

AGENDA ITEM 10

DATE: October 28, 2020

TO: Citizens Advisory Committee

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 12/2/2020 CAC Meeting: Update on Bay Area Seamless Transit Efforts

RECOMMENDATION ⊠ Information □ Action	\square Fund Allocation
None. This is an information item.	☐ Fund Programming
SUMMARY	oxtimes Policy/Legislation
In April of this year, the Transportation Authority Board	□ Plan/Study
adopted a resolution supporting a set of high-level seamless transit principles put together by Seamless Bay Area, a non-	□ Capital Project Oversight/Delivery
project organization working to advocate for a better connected Bay Area transit network through governance	☐ Budget/Finance
reforms and other policies. In early 2020, Assemblymember	☐ Contract/Agreement
Chiu introduced Assembly Bill (AB) 2057, sponsored by Seamless Bay Area, which would have put in place a series of seamless transit reforms, and would have declared the intent of the Legislature to create a transportation network manager for the region. The COVID-19 pandemic and economic recession significantly truncated the 2020 legislative session and AB 2057 did not move forward. However, seamless transit reforms are still being discussed as part of ongoing Metropolitan Transportation Commission (MTC)-led regional efforts, including the Blue Ribbon Transit Recovery Task Force. At the CAC's request, Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) staff will provide an update on those efforts at the December 2 meeting. This item was continued from the October 28	□ Other:
meeting. The memo reflects only non-substantive updates since then.	

BACKGROUND

In 2019 through early 2020, the FASTER Bay Area and Voices for Public Transportation coalitions were actively pursuing proposals for potential new revenue measures for public



Agenda Item 10 Page 2 of 4

transportation in the Bay Area. At the same time, the organization Seamless Bay Area was making a related but independent effort to advocate for a more seamless, or better connected, transit network through governance reforms and other policies. After discussions at the February Board and Citizen Advisory Committee (CAC) meetings, the Transportation Authority adopted Resolution 20-39 (Attachment 1) supporting at a high level the seven seamless transit principles as presented by Seamless Bay Area (Attachment 2).

In early 2020, Assemblymember David Chiu authored the Bay Area Seamless Transit Act, or Assembly Bill (AB) 2057, with Seamless Bay Area as the bill's sponsor. The bill would have established a state-sanctioned task force to study the Bay Area's 27 transit systems, established policy direction and set goals to help create a more seamless network from the user's perspective, and created a Transit Network Manager role to establish leadership to coordinate between the existing transit agencies toward meeting the seamless network goals. The bill included several requirements for the MTC to lead efforts advancing seamless transit, including establishing a capital project development review process for transit projects, ensuring that the region's managed lanes network supports high-capacity transit, and completing the Transit Fare Coordination and Integration Study.

When Resolution 20-39 was drafted, AB 2057 was still a spot bill without final language. Seamless Bay Area and the FASTER coalition were both considering adding requirements related to a Transit Network Manager/Planner to their respective bills, along with other elements intended to support a more seamless transit network. The Board's resolution included a recommendation that any task force or Transit Network Manager formed through legislation be structured in a way that reflects where transit ridership is strong and be guided by a principle to enhance and optimize, and avoid harming, the region's core transit systems (i.e., Muni, BART and AC Transit).

Due to the COVID-19 pandemic, the majority of bills from the 2020 session did not move forward including AB 2057 (Chiu) and hopes for a regional transportation funding measure. However, interest and opportunities for a more seamless transit network remain strong in the region, particularly as transit agencies are planning service for the next few years through the COVID-19 pandemic and recession, and into recovery.

DISCUSSION

MTC Blue Ribbon Transit Recovery Task Force. In May 2020, in response to the challenges facing the region's transit agencies in light of the COVID-19 pandemic, MTC began convening a Blue Ribbon Transit Recovery Task Force. The Task Force is comprised of MTC Commissioners (including Nick Josefowitz for San Francisco), transit agency General Managers (including Jeffrey Tumlin, SFMTA; Bob Powers, BART; and Jim Hartnett, Caltrain and the SamTrans), state representatives including Assemblymember Chiu, and stakeholders including one Bay Area County Transportation Authorities representative, labor representatives, and advocacy and business organization staff.

The Task Force has three phases. The first phase was to distribute the Bay Area's federal CARES Act funding to transit agencies. The Task Force completed their recommendation in June, and the MTC Commission approved the final distribution in July. The second phase



Agenda Item 10 Page 3 of 4

addressed the coordination of near-term recovery strategies between the agencies, particularly focused on the health and safety of transit riders and operators. This work culminated in the <u>Riding Together: Bay Area Healthy Transit Plan</u>, which codifies common commitments and expectations for employees and passengers in the Bay Area transit systems. The <u>Healthy Transit Dashboard</u> reports the progress on these common commitments across all Bay Area transit agencies, and went live earlier in October.

The Task Force has now turned to the final phase of its work, which is intended to foster longer-term improvements in the region's transit network, despite the significant funding shortages facing transit operators over the years to come. This work will culminate in a Transformation Action Plan, which we expect to include several actions to address seamless transit principles, and which we expect will identify the funding needed to implement the plan. The Task Force recognizes that some reforms may require state legislation, and Assemblymember Chiu has indicated his continued interest in sponsoring a bill to that end. The Transformation Action Plan is expected to be completed in June 2021 and will include a 5-year action plan that is financially reasonable, and aspirational but feasible. It is expected to focus on transit service (including network connectivity and management), customer experience (including fare policy and technology), and implementation mechanisms (including policy modifications and potentially legislation).

SPUR and Seamless Bay Area have made presentations at public forums and to the Task Force calling for a Transportation Network Manager to be recommended as part of this Transformation Action Plan. On October 14, the MTC Policy Advisory Council (similar in function to the Transportation Authority's CAC) approved a set of recommendations for the Transformation Action Plan, which include supporting the creation of a Transportation Network Manager for the Bay Area.

On November 16, the Task Force approved final goals and objectives for the Transformation Action Plan. At our CAC meeting, SFMTA staff will give a brief presentation on the status and upcoming work of the Task Force. Information on the publicly noticed Task Force meetings can be found on MTC's website (https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/blue-ribbon-transit-recovery-task-force).

Other Efforts. There are multiple other efforts underway at the regional level that intend to address various components of the seamless transit priorities. These include:

- MTC's Transit Fare Coordination and Integration Study. This effort brings together local and international fare policy and user research experts to advise MTC and transit operators to identify practical steps toward integrating the fare structure and policies of the Bay Area's over two dozen transit agencies. The Task Force supporting this effort is comprised of transit agency general managers, including Director Tumlin for the SFMTA. More information can be found on MTC's website: https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/transit-fare-coordination-and-integration-study
- Partnership Board Seamless Mobility Subcommittee. This group is comprised of county transportation agency, transit agency, local jurisdiction, and regional agency



Agenda Item 10 Page 4 of 4

staff, and is charged with advancing a seamless transportation system for the region with a focus on multi-modal corridor-based efforts. Transportation Authority staff participate in this subcommittee. An update from the group from earlier this year can be found here:

https://mtc.legistar.com/View.ashx?M=F&ID=8652424&GUID=453D525B-8F4A-4CB1-95B9-C0AB6A8643DB

Next Steps. We will continue to work with our Board, MTC Commissioners, transit operators, and partners to support the charge of the Blue Ribbon Transit Recovery Task Force, to provide San Francisco's perspective and expertise to the Task Force and other regional seamless efforts, and to advance the seamless transit principles adopted by the Board earlier this year. We will also continue to engage with any legislation related to these efforts, and report back to the CAC and Board.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 SFCTA Resolution No. 20-39 Adopting a Support Position for the Seamless Transit Principles
- Attachment 2 Seamless Transit Principles
- Attachment 3 AB 2057 (Chiu) Bay Area Seamless Transit Act

BD031020 RESOLUTION NO. 20-39

RESOLUTION ADOPTING A SUPPORT POSITION FOR THE SEAMLESS TRANSIT PRINCIPLES

WHEREAS, The Transportation Authority 's mission is to make travel safer, healthier, and easier for all; and

WHEREAS, The San Francisco Bay Area is facing a series of interrelated crises, including increasing congestion, rising pollution, decreasing affordability, and widening inequality, which are exacerbated by an inadequate public transportation system; and

WHEREAS, There are currently 27 transit agencies operating in the Bay Area, and residents have consistently identified the lack of coordinated information and difficult transfers between operators as a barrier to increasing their use of transit; and

WHEREASE, Using public transit in the Bay Area can require using multiple transit systems operated independently, paying multiple separate fares, and navigating different wayfinding systems; and

WHEREAS, Climate change is a significant challenge facing the Bay Area, and reducing greenhouse gas emissions from the transportation sector will require a significant increase in the number of residents and workers taking transit rather than a single occupancy vehicle for more of their trips; and

WHEREAS, Low-income transit riders are more reliant on public transit, with 60% percent of low-income households in the region not having access to a private vehicle, and low-income transit riders make more intra-agency transit transfers than high-income riders; and

WHEREAS, A more seamless-to-the-customer public transit system with integrated transit fares has the potential to both benefit low-income transit riders and attract new riders; and

WHEREAS, The Seamless Transit Principles proposed by Seamless Bay Area, are as follows:

- 1. Run all Bay Area transit as one easy-to-use system
- 2. Put riders first
- 3. Make public transit equitable and accessible to all

Attachment 1



BD031020 RESOLUTION NO. 20-39

- 4. Align transit prices and passes to be simple, fair, and affordable
- 5. Connect effortlessly with other sustainable transportation
- 6. Plan communities and transportation together
- 7. Prioritize reforms to create a seamless network; and

WHEREAS, Seamless Bay Area is simultaneously sponsoring Assembly Bill (AB) 2057 (Chiu), currently a spot bill, with the intent of establishing a task force to develop recommendations that would improve coordination and oversight of the Bay Area's regional transit system; and

WHEREAS, It is imperative that the region's largest jurisdictions and transit operators' interests are appropriately represented on this task force given that the region's three largest transit operators - Muni, BART and AC Transit, carry 80% of the region's transit riders; and

WHEREAS, There is risk that reconciling the region's disparate transit fare and subsidy policies could inadvertently harm these core systems; and

WHEREAS, Should the task force recommend the creation or designation of a Transit Network Manager, the governance of that body should also reflect the strong transit ridership in the region's core; and

WHEREAS, At its February 26, 2020 meeting, the Transportation Authority Citizens Advisory Committee reviewed and discussed the Seamless Transit Principles proposed by Seamless Bay Area and unanimously adopted a motion of support for the adoption of the subject resolution of support for those principles; and

WHEREAS, At its February 11, 2020 meeting, the Board reviewed and discussed the Seamless Transit Principles; now therefore, let it be

RESOLVED, That the Transportation Authority hereby adopts a support position for the Seamless Transit Principles listed herein, and agrees to be publicly listed as a supporter; and be it further

RESOLVED, That the Transportation Authority recommends that any Task Force or Transit Network Manager formed through legislation be structured in a way that reflects where transit ridership is strong and be guided by a principle to enhance and optimize, and



BD031020 RESOLUTION NO. 20-39

avoid harming, the region's core transit systems (Muni, BART, AC Transit); and be it further

RESOLVED, That the Transportation Authority affirms its commitment to working collaboratively with State agencies, the Metropolitan Transportation Commission, Bay Area transit operators, and other local and regional agencies and stakeholders to develop a highly integrated regional transit system that provides convenient, seamless, and affordable transit for customers.

88

Attachment 1



BD031020

RESOLUTION NO. 20-39

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this by the following votes:

Ayes:

Commissioners Fewer, Haney, Mandelman, Peskin, Preston,

Ronen, Safai, Stefani, and Walton (9)

Nays:

(0)

Absent:

Commissioners Mar and Yee (2)

Aaron Peskin

Chair

Date

5-8-20

ATTEST:

Tilly Chang

Executive Director

Date

The Seamless Transit Principles Viewable at: www.seamlessbayarea.org/seamless-transit-principles



1) Run all Bay Area transit as one easy-to-use system

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.



2) Put riders first

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.



3) Make public transit equitable and accessible to all

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.



4) Align transit prices and passes to be simple, fair, and affordable

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.



5) Connect effortlessly with other sustainable transportation

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.



6) Plan communities and transportation together

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.



7) Prioritize reforms to create a seamless network

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!





Home

Bill Information

California Law

Publications

Other Resources

My Subscriptions

My Favorites

AB-2057 San Francisco Bay area: public transportation. (2019-2020)



Date Published: 04/30/2020 09:00 PM

AMENDED IN ASSEMBLY MAY 04, 2020

CALIFORNIA LEGISLATURE - 2019-2020 REGULAR SESSION

NO. 2057 **ASSEMBLY BILL**

> **Introduced by Assembly Member Chiu** (Principal coauthor: Assembly Member Mullin) (Principal coauthor: Senator Wiener)

(Coauthors: Assembly Members Bonta, Levine, Ting, and Wicks)

February 03, 2020

An act to amend Section 66502 of, to add Sections 66501, 66513.1, 66513.3, 66516.1, 66516.3, 66517.3, and 66533 to, and to add and repeal Section 13985 of, the Government Code, and to add Section 99177 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2057, as amended, Chiu. San Francisco Bay area: public transportation.

(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.

Existing law establishes the Transportation Agency consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency.

This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit

system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst's Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027.

(2) Existing law requires the Metropolitan Transportation Commission, in coordination with a specified regional transit coordinating council, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction.

This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The bill would require the commission, in the next upgrade to the Clipper card payment system, to enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs.

The bill would require the commission on or before January 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature and the Bay Area Seamless Transit Task Force. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study.

(3) Existing law authorizes the Metropolitan Transportation Commission to improve service coordination and effectiveness in specified transit corridors by recommending improvements in those corridors, including the reduction of duplicative service and institution of coordinated service across public transit system boundaries.

This bill would require the commission, in consultation with transit agencies, on or before July 1, 2023, to develop a comprehensive, standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system.

The bill would require a transit operator in the San Francisco Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of these capabilities.

(4) The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.

Existing law requires designated regional transportation planning agencies to prepare and adopt a regional transportation plan. Certain of these agencies are also designated under federal law as metropolitan planning organizations. Existing law requires a regional transportation plan to include specified elements, and, if the transportation planning agency is also a metropolitan planning organization, to also include a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the Metropolitan Transportation Commission to develop and adopt targets for reducing vehicle miles traveled per capita and for increasing the travel mode share of public transit and active modes of transportation in the San Francisco Bay area that are consistent with, or exceed, state climate goals and other goals and standards for improving air quality in the region. The bill would require the commission to develop a comprehensive set of performance indicators for those targets, and would require the commission to annually



report to the Transportation Agency and the state board on the progress the region is making towards meeting those targets.

The bill would require the commission to establish a capital project development review process on or before January 1, 2023, and, as part of the process to, among other things, specify the project deliverables that will be evaluated to determine if a project is eligible to be included in the regional transportation plan or to receive an allocation of state or regional funds.

(5) Existing law authorizes a regional transportation agency or the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes or other toll facilities.

The bill would require, on or before January 1, 2022, the Metropolitan Transportation Commission, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay area, to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit.

- (6) By imposing new duties on local agencies, this bill would impose a state-mandated local program.
- (7) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.

This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.

Vote: majority Appropriation: no Fiscal Committee: noyes Local Program: noyes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. This act shall be known, and may be cited, as the Bay Area Seamless Transit Act.

- **SEC. 2.** (a) The Legislature finds and declares all of the following:
- (1) Transit connectivity and integration in the San Francisco Bay area has been a longstanding challenge that has discouraged transit usage.
- (2) Legislative efforts to mandate and incentivize coordination between the disparate transit agencies date back to 1996 and earlier.
- (3) As identified in the 2015 San Francisco Bay Area Planning and Urban Research Association report, Seamless Transit, transit in the San Francisco Bay area is plagued by many coordination issues, including:
- (A) An inconsistent, poorly connected transit network with major gaps resulting from fragmented planning and decisionmaking without an overarching regional vision for integration.
- (B) A lack of sufficient or quality customer information about how to make multioperator trips, deterring potential riders; each transit agency has a unique nomenclature to describe its services, vehicles, and wayfinding.
- (C) Poorly designed transit hubs have not been designed to facilitate transfers, where connecting from one operator to another can present complex navigational challenges, difficult walks, or long waits.
- (D) Fare structures and transit passes that differ from agency to agency, discouraging riders from making multiagency trips and financially penalizing riders using more than one transit agency.
- (E) A limited fare payment system that limits opportunities for integration and innovation.

- (4) Low-income people, many of whom have experienced displacement and have long commutes requiring multiple transit services, are among the most adversely affected by the San Francisco Bay area's poorly integrated public transportation system, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership.
- (5) As of 2017, only 4 percent of all trips in the San Francisco Bay area were made using transit. Per-capita transit ridership in the San Francisco Bay area decreased 12 percent between 1991 and 2016.
- (6) Since 1970, 12 percent or fewer San Francisco Bay area commuters have used transit for commute trips. Since 1979, car travel has comprised at least 75 percent of commute trips and two-thirds of car commuters in the San Francisco Bay area travel alone in their vehicles.
- (7) Transit ridership in the San Francisco Bay area declined 5 percent between 2016 and 2018. Between 2001 and 2016, average bus speeds declined 9 percent. Between 2006 and 2016 the length of the average commute on transit increased by more than 5 minutes to over 50 minutes.
- (8) Increasing transit ridership is critical to meeting the state's greenhouse gas reduction goals and alleviating the effects of climate change. Transportation is responsible for 40 percent of state greenhouse gas emissions.
- (b) It is the intent of the Legislature to support the creation of a high-ridership, reliable, accessible, and seamlessly integrated public transportation system in the nine-county San Francisco Bay area.
- (c) It is the intent of the Legislature to require future regional funds for public transportation in the San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system.
- **SEC. 3.** It is the intent of the Legislature to enact subsequent legislation that would do all of the following:
- (a) Create a Transportation Network Manager for the nine-county San Francisco Bay area based on the recommendations of the Bay Area Seamless Transit Task Force submitted to the Legislature pursuant to Section 13985 of the Government Code.
- (b) Require the Transportation Network Manager to do all of the following:
- (1) Integrate all aspects of public transit within the San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the seamless transportation network.
- (2) Develop a long-range plan, that would be known as the Seamless Transit Strategic Plan or the Seamless Strategic Plan, focused on attaining the strategic policy direction described in Section 66501 of the Government Code and specific travel mode share and vehicle miles traveled targets adopted pursuant to Section 66533 of the Government Code.
- (3) Coordinate the development of the Seamless Strategic Plan with development of the sustainable communities strategy adopted pursuant to Section 65080 of the Government Code.
- (4) Include all of the following in the Seamless Strategic Plan:
- (A) A frequent rapid transit network plan. For purposes of this paragraph, a "frequent rapid transit network plan" means a long-range regional plan for the strategic build-out and operation of a multimodal high-ridership transit network, identifying an interconnected network of key rapid transit corridors throughout the San Francisco Bay area that makes rapid, reliable, seamlessly integrated transit service widely accessible throughout the region, particularly to low-income and disadvantaged communities.
- (B) A phased investment plan.
- (C) A regional plan for transit priority on state and local roads in the frequent rapid transit network throughout the San Francisco Bay area to ensure that transit and other high-capacity vehicles can travel efficiently. The regional plan would include a plan for managed lanes, in partnership with the Department of Transportation and managed lane operators, to ensure an efficient regional express lane network for high-capacity transit.
- (5) Establish and oversee the following regional standards that are consistent with, or exceed, any state standards on the same subject:
- (A) Transit quality of service standards, including speed, frequency, reliability, and timing of connections along a frequent rapid transit network.



- (B) Transit customer experience standards.
- (C) Customer information, wayfinding, and branding standards.
- (D) Integrated transit fare standards.
- (E) Multimodal corridor, transit hub, and transit station design standards.
- (F) Project delivery, cost estimation, and risk management standards.
- (G) Mobility data and integration standards.
- (H) Accessible mobility standards.
- SEC. 4. Section 13985 is added to the Government Code, immediately following Section 13984, to read:
- 13985. (a) For purposes of this section, the following definitions apply:
- (1) "Bay area" means the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.
- (2) "Centers of Excellence" means concentrations of staff, financial, professional, and other resources that provide leadership, best practices, research, support, training, and efficient delivery for the entire bay area.
- (3) "Clipper Executive Board" means the board formed by a memorandum of understanding between MTC and bay area transit agencies to establish goals, a budget, and workplan for the Clipper card payment system and to provide policy, oversight, direction, and authorization of business matters for the Clipper card payment system.
- (4) "MTC" means the Metropolitan Transportation Commission.
- (5) "Network manager" means the Transportation Network Manager described in Section 3 of the act adding this section, which the Legislature intends to create in subsequent legislation in the future.
- (6) "Task force" means the Bay Area Seamless Transit Task Force.
- (7) "Transportation agencies" means all public agencies involved in the planning, regulation, or provision of transportation in the bay area, including public transit agencies, county transportation authorities, congestion management authorities, the Metropolitan Transportation Commission, the Department of Transportation, and, where applicable, municipalities located in the bay area that oversee use of public rights-of-way used for transportation.
- (b) (1) There is hereby established a Bay Area Seamless Transit Task Force to do both of the following:
- (A) Recommend the organizational structure, governance, and funding for bay area transportation agencies, and other reforms to the bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the bay area.
- (B) Recommend the structure, governance, and funding of the network manager.
- (2) MTC shall, and the Clipper Executive Board may, provide staffing to the task force to aid it in the performance of its duties. The task force may also hire additional staff to aid it in the performance of its duties.
- (3) The Legislative Analyst's Office shall advise the task force in the performance of its duties.
- (c) (1) The task force shall consist of 19 members who shall be appointed as follows and confirmed by the secretary pursuant to paragraph (2):
- (A) One member representing the Transportation Agency, appointed by the secretary.
- (B) One member appointed by the Governor.
- (C) One member appointed by the President pro Tempore of the Senate.
- (D) One member appointed by the Speaker of the Assembly.
- (E) Three members who are bay area local elected officials, appointed by MTC, including at least one member from either the City of San Jose, the City of Oakland, or the City and County of San Francisco.

- (F) Three members representing public transit operators in the bay area, appointed by the Clipper Executive Board, including at least one representative of bus operators and one representative of rail operators.
- (G) Two members representing county transportation agencies in the bay area, appointed by the directors of the county transportation agencies in the bay area. For purposes of this subparagraph, "county transportation agency" means the agency responsible for preparing and implementing the congestion management program in the county, except for the County of San Mateo, in which case "county transportation agency" means the San Mateo County Transportation Authority.
- (H) Two members who are technical experts, appointed jointly by MTC and the Clipper Executive Board, with relevant national or international expertise, or both, in fields including, but not limited to, public transit operations, finance, scheduling, procurement, project delivery, capital project management, planning, or governance. MTC and the Clipper Executive Board may appoint a technical expert who is not a citizen of the United States or a resident of the bay area. MTC and the Clipper Executive Board shall not appoint a technical expert who is employed by MTC or a bay area transit operator.
- (I) Four members who are bay area residents appointed by MTC as follows:
- (i) Two members representing low-income transit riders, residents of communities of concern designated by MTC, or persons with disabilities, or any combination of these groups.
- (ii) One member representing the bay area business community.
- (iii) One member representing transit riders from a sustainable transportation advocacy organization.
- (J) One member representing bay area organized labor, appointed by the Governor.
- (2) The secretary shall confirm each member appointed pursuant to paragraph (1).
- (3) The secretary shall convene the task force by April 1, 2021.
- (4) The secretary shall appoint a chair and vice chair from the membership of the task force.
- (5) The task force shall establish an executive committee of four to eight members of the task force, which may meet more often than the task force.
- (d) The task force shall study the collective and individual performance of existing agencies and funding sources that impact the planning, delivery, and operations of transportation in the bay area and shall recommend institutional and funding reforms in the report required pursuant to subdivision (f) that would enable seamless integration of all forms of transportation in the bay area.
- (e) The task force shall do all of the following and shall summarize the results of these activities in its report to the Legislature required pursuant to subdivision (f):
- (1) Identify the goals of the bay area's multimodal transportation system.
- (2) Consult with a wide variety of bay area residents and workers to understand public goals and expectations for a multimodal, regionally integrated, user-centered, and equitable transportation system.
- (3) Investigate worldwide institutional best practices of metropolitan regions with high-performing, competitive, regionally integrated transportation systems, including associated governance systems.
- (4) Recommend an agency to be designated as the network manager in future subsequent legislation. The task force may recommend an existing, modified, or new public agency to be designated as the network manager. If the task force recommends the creation of a new public agency to be designated as the network manager, the task force shall also recommend at least one transportation agency in the bay area to be incorporated into the new public agency.
- (5) Assess the effectiveness and adequacy of the governance structures of existing transportation agencies in the bay area, collectively and individually, and recommend improved governance structures for any existing entities, the network manager recommended pursuant to paragraph (4), and the region's transportation system as a whole.
- (6) Assess the effectiveness of MTC in achieving its current mandate and recommend governance changes to support the realization of a multimodal, regionally integrated, user-centered, and equitable transportation system.



- (7) Recommend a governance system or process that enables integrated fares, such as a zone-based system or integrated passes for express bus, rail, and ferries.
- (8) Recommend a governance system or new process for transit operator route and schedule coordination.
- (9) Recommend strategies to develop a qualified and adequate workforce of transit workers to fulfill the needs of an integrated, high-ridership transit system.
- (10) Recommend a governance system or process improvements to the project delivery process to allow projects to be delivered on time and in a cost-effective manner.
- (11) Identify functions that are provided separately across agencies that could be consolidated into fewer agencies or a single agency.
- (12) Explore the potential for establishing Centers of Excellence. Centers of Excellence should serve the collective needs of transportation agencies, jurisdictions, or other public entities in the bay area, and should provide higher quality and more efficient service than if transit agencies were to pursue these focus areas independently.
- (13) Analyze institutional mergers, consolidations, or dissolutions, or any combination of these things, of agencies that could be implemented to promote better customer outcomes and improved access. The task force shall consider creating a single regional rail operator, and whether any transit operator consolidations would provide a benefit to riders.
- (14) Ensure that connectivity and transit rider perspectives are built into the recommendations for planning and design phases of capital projects.
- (15) Evaluate the optimal structure and authority for the network manager described in paragraph (4) and the appropriate accountability and enforcement levers for further transit integrations to support the creation of a seamless regional transportation system.
- (16) Identify what authority the network manager described in paragraph (4) should have in order to raise revenue for public transit.
- (17) Recommend additional strategies to minimize unnecessary bureaucracy or institutional layers that contribute to poor coordination, high costs, and inefficiency.
- (18) Evaluate what role the network manager should play in guiding the evolution of emerging forms of mobility, including transportation network companies, autonomous vehicles, and other private sector mobility providers.
- (19) Evaluate actions and changes in authority and governance needed for managed lanes and other transit priority lanes in order to establish consistent operations, design standards, pricing policies, violation rules, penalties, enforcement tools, and occupancy requirements.
- (20) Recommend actions to ensure that future regional funding is conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system.
- (21) Develop a timeline for implementation of reforms that recognizes the urgency of addressing the state's climate crisis.
- (f) (1) The task force shall submit a report of its findings and recommendations and a summary of its activities to the Legislature consistent with the requirements of this section on or before January 1, 2023.
- (2) A report to be submitted pursuant to paragraph (1) shall be submitted in compliance with Section 9795.
- (3) Pursuant to Section 10231.5, this section is repealed on January 1, 2027.
- **SEC. 5.** Section 66501 is added to the Government Code, to read:
- **66501.** The Legislature finds and declares that it is the policy of the state that all transportation agencies in the region, including the commission, congestion management agencies, and transit agencies, work towards the following goals:
- (a) Integrate all transit in the region to operate as one seamless, easy-to-use, multimodal transit system from the perspective of the user.

- (b) Create an integrated system of transit that is simple, fair, and affordable for users.
- (c) Equitably expand and improve access to high-quality, reliable public transportation.
- (d) Prioritize institutional reforms that support the creation of a more seamless public transportation network.
- **SEC. 6.** Section 66502 of the Government Code is amended to read:
- **66502.** (a) There is hereby created, as a local area planning agency and not as a part of the executive branch of the state government, the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

As used in this title, "region" means the region described in this section.

- (b) For purposes of this title, the following definitions apply:
- (1) "Commission" means the Metropolitan Transportation Commission.
- (2) "Region" means the region described in subdivision (a).
- (3) "Transit agency" means a public agency that provides transit service and charges fares for transit service in the region.
- **SEC. 7.** Section 66513.1 is added to the Government Code, to read:
- **66513.1.** (a) On or before January 1, 2023, the commission shall establish a capital project development review process for transit projects to improve practices in project delivery, align all stakeholders, and control project risks. In establishing the capital project development review process, the commission shall do both of the following:
- (1) Prepare and publish guidance documents for the development of cost estimates, business cases, and deliverability assessments and all other materials to be evaluated in standardized review stages so that submissions of cost estimates, business cases, and deliverability assessments and other materials are consistent and comparable for a range of potential capital investment options.
- (2) Specify the project deliverables that will be evaluated to determine if a project is eligible to be included in the regional transportation plan or to receive an allocation of state or regional funds.
- (b) For purposes of this section, "business case" means a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity.
- **SEC. 8.** Section 66513.3 is added to the Government Code, to read:
- **66513.3.** On or before January 1, 2022, the commission shall, in partnership with the Department of Transportation and the operators of managed lanes in the region, take the following steps to ensure the regional managed lanes network in the region supports seamless operation of high-capacity transit:
- (a) Develop regional policy goals and performance measures and targets that will guide decisionmaking for the build-out and operation of the regional managed lanes network.
- (b) Initiate a process with the Department of Transportation and the Department of the California Highway Patrol to establish a range of approaches for delivering uncongested bus priority lanes through congested or constrained freeway segments while minimizing the need to expand freeway rights-of-way.
- (c) Submit a report recommending changes to state and federal law that would support a more efficient and sustainable regional managed lanes network and regional high-capacity transit to the Senate Committee on Transportation, the Assembly Committee on Transportation, and the Bay Area Seamless Transit Task Force established by Section 13985.
- **SEC. 9.** Section 66516.1 is added to the Government Code, to read:
- **66516.1.** (a) The Legislature finds and declares both of the following:



- (1) Transit riders in the region face a confusing array of fares, significant variability in price for the same distance and transit mode, 16 different youth discount rates, and 14 different senior discount rates.
- (2) While many transit agencies' discount programs aim to advance equity and expand access to disadvantaged populations, the lack of an integrated fare structure punishes low-income riders who commute across transit agency boundaries.
- (b) It is the intent of the Legislature that the commission provide a predictable, equitable, and seamless experience for residents of, and visitors to, the region.
- (c) (1) On or before January 1, 2022, the commission shall submit a copy of the study entitled the Transit Fare Coordination and Integration Study to the Senate Committee on Transportation, the Assembly Committee on Transportation, and the Bay Area Seamless Transit Task Force established by Section 13985.
- (2) The commission shall submit a report on or before January 1, 2023, to the Senate Committee on Transportation and the Assembly Committee on Transportation on the progress of implementing the recommendations included in the study entitled the Transit Fare Coordination and Integration Study.
- (d) The commission, in consultation with transit agencies, shall do both of the following on or before January 1, 2022:
- (1) Create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories. Each transit agency shall use the discount categories and eligibility requirements when offering fare discount programs.
- (2) Create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency that has an average daily weekday ridership of more than 20,000 riders. The commission shall select the regional rail agency and transit agency or agencies to participate in the program. The regional rail agency and the transit agency or agencies selected to participate in the pilot program shall offer the accumulator pass to the public on or before July 1, 2022.
- (e) For purposes of this section, the following definitions apply:
- (1) "Accumulator pass" means a fare product that charges users for their transit usage on a per-trip basis, but limits total user costs to a daily, weekly, or monthly maximum amount, with the goal of incentivizing frequent transit use.
- (2) "Regional rail agency" means either the San Francisco Bay Area Rapid Transit District or the Peninsula Corridor Joint Powers Board (Caltrain).
- **SEC. 10.** Section 66516.3 is added to the Government Code, to read:
- **66516.3.** (a) The Legislature finds and declares that existing and potential transit riders in the region deserve a simple payment method for transit fares and related expenses, such as parking payments.
- (b) To enable regional rail customers to easily transfer to transit services in the region, the commission shall prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The plan shall include, but not be limited to, an operational element, a capital element, a funding element, a list of roles and responsibilities, and an implementation schedule.
- (c) The commission shall, in the next upgrade to the Clipper card payment system, enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs. The commission shall ensure that the Clipper card payment system can integrate payments for new transportation-related services.
- **SEC. 11.** Section 66517.3 is added to the Government Code, to read:
- **66517.3**. (a) The Legislature finds and declares both of the following:
- (1) The lack of a universal regional transit map and common wayfinding format at transit stops and stations in the region adds to the fragmented experience transit riders encounter, especially when planning a trip with multiple transit operators.

- (2) Research has shown that the way transit lines and stations are shown on maps strongly influences how travelers use the system.
- (b) The commission, in consultation with transit agencies, shall, on or before July 1, 2023, do both of the following:
- (1) Develop a comprehensive, standardized regional transit mapping and wayfinding system, including common branding for regional transit service and a shared digital mapping platform. Standards and resources shall be developed to display this information on print, digital, and interactive media. The system shall identify the standards that are required and the standards that allow for customization.
- (2) Develop an implementation and maintenance strategy and funding plan to deploy the comprehensive, standardized regional transit mapping and wayfinding system. The commission may adopt a phased deployment of the system.
- (c) Each transit agency shall use the comprehensive, standardized regional transit mapping and wayfinding system by July 1, 2024, unless the commission requires a transit agency to use the system at an earlier date pursuant to a phased deployment adopted pursuant to paragraph (2) of subdivision (b).
- **SEC. 12.** Section 66533 is added to the Government Code, to read:
- 66533. (a) The commission shall develop and adopt targets for reducing vehicle miles traveled per capita and for increasing the travel mode share of public transit and active modes of transportation for the region that are consistent with, or exceed, state climate goals and other goals and standards for improving air quality in the region.
- (b) The commission shall develop a comprehensive set of performance indicators for the targets adopted pursuant to subdivision (a), and the performance indicators shall be approved by the Transportation Agency and the State Air Resources Board.
- (c) The commission shall annually report to the Transportation Agency and the State Air Resources Board on the progress the region is making towards meeting the targets adopted pursuant to subdivision (a). The Transportation Agency and the State Air Resources Board shall verify the adequacy of the report and make recommendations to the commission on how to achieve the targets adopted pursuant to subdivision (a).
- (d) The commission may submit the annual report required by subdivision (c) to the Transportation Agency or the State Air Resources Board as part of any other annual report that it is required to submit to either of those agencies.
- **SEC. 13.** Section 99177 is added to the Public Utilities Code, to read:
- **99177.** (a) The Legislature finds and declares all of the following:
- (1) Various studies have shown that the wait time at a transit stop is the most inconvenient part of the transit journey experience.
- (2) Despite best efforts by the transit operators to adhere to their published schedules, the conditions on the roadway, including congestion and other unplanned delays, create unpredictability for on-time arrivals.
- (3) The development of technology enabling real-time transit information, including arrival and departure predictions, vehicle locations, occupancy, and service alerts, has created an opportunity for transit agencies to alleviate the wait-time frustrations.
- (4) Dissemination of standardized real-time data by transit operators and use of that data by third-party applications used by transit riders are the key ingredients of that process.
- (5) Transit riders should have access to consistent and uniform real-time information across all transit services in the San Francisco Bay area.
- (b) A transit operator in the San Francisco Bay area shall, on or before January 1, 2022, do all of the following:
- (1) Use open data standards to make available all routes, schedules, and fares in the General Transit Feed Specification (GTFS) data format.



- (2) Make real-time transit vehicle data available in GTFS-Realtime.
- (3) Track actual transmission of real-time information by transit vehicles and report that information to the Metropolitan Transportation Commission to ensure that schedule predictions are available.
- (c) The Metropolitan Transportation Commission shall coordinate the activities of transit operators pursuant to subdivision (b), serve as the point of contact for data development and dissemination to third parties, and develop an implementation and funding plan for deployment of real-time information.
- (d) For purposes of this section, "San Francisco Bay area" means the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.
- **SEC. 14.** If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

SECTION 1.It is the intent of the Legislature to later enact legislation that would do all of the following:

(a)Require future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals.

(b)Integrate all transit in the region to operate as one seamless, easy-to-use, multimodal transit system from the perspective of the user.

(c)Create an integrated system of transit that is simple, fair, and affordable for users.

(d)Equitably expand and improve access to high-quality, reliable public transportation.

(e)Prioritize institutional reforms that support the creation of a more seamless public transportation network.



Curb Management Strategy & Shared Spaces Pickup Zones Evaluation

San Francisco County Transportation Authority
Citizens Advisory Committee
December 2, 2020

Many users competing for curb space











Lack of loading space creates safety hazards, transit delay

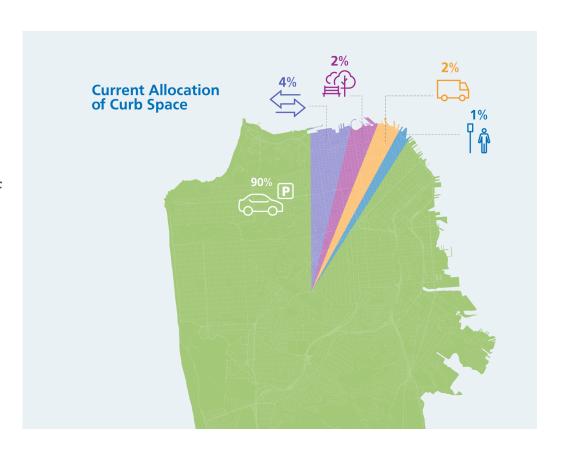






Limitations of existing strategies

- Mismatch between curb allocation and how people get around
- Storage for vehicles 90% of the curb
- Active uses 1% of the curb
- Does not align with San
 Francisco's larger goals



Curb Management Strategy

Purpose

- A holistic and proactive approach
- Align limited curb space with City's values
- Support wider goals
 - Vision Zero
 - Transit First
 - Climate Action Strategy
 - Equity and Accessibility
 - Business Vitality
 - Transparency

Elements

- Curb hierarchy
 - Prioritizing curb functions by land use
 - Curb productivity
- Recommended strategies
 - New tools
 - Policies
 - Legislative changes
 - Process improvements
- Design guidelines
 - Guidance to planners, engineers, and project managers

Curb Hierarchy: Functions



ACCESS FOR PEOPLE

Active space that prioritizes transit boardings, and accommodates pick-ups/drop-offs, and shared-mobility services



ACCESS FOR GOODS

Space for deliveries of different types and sizes, used for short periods of time



PUBLIC SPACE AND SERVICES

Curb designated for use by people and public services



STORAGE FOR VEHICLES

Space intended to be occupied by vehicles for extended periods, such that no other users can access the space



MOVEMENT

Curb lane is used for the through-movement of motorized and non-motorized means of transportation, such that the curb lane is unavailable for other functions

Curb Hierarchy: Land Use Types





Low-density residential





















Curb Hierarchy: Prioritization

