



# AGENDA

## Citizens Advisory Committee Meeting Notice

**Date:** Wednesday, March 24, 2021; 6:00 p.m.

**Location:** Watch <https://bit.ly/3rNQ7GP>

**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 187 754 1205 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live 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), Robert Gower, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola

### Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to [clerk@sfcta.org](mailto:clerk@sfcta.org) by 8 a.m. on Wednesday, March 24, or call (415) 522-4800. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Committee members before the meeting begins.

**Page**

1. Call to Order
2. Chair's Report - **INFORMATION**

### Consent Agenda

3. Approve the Minutes of the February 24, 2021 Meeting - **ACTION\***

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4. Adopt a Motion of Support to Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - **ACTION\*** **17**
5. Adopt a Motion of Support to Adopt a Position of Support for AB 550 (Chiu) - **ACTION\*** **21**
6. Adopt a Motion of Support to Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - **ACTION\*** **25**

#### **End of Consent Agenda**

7. Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - **ACTION\*** **33**  
  
**Projects:** (SFMTA) Traffic Calming Removal and Replacement - FY21 (\$50,00), Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (\$900,000), Lake Merced Quick Build [NTIP Capital] (\$250,000)
8. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - **ACTION\*** **41**
9. Adopt a Motion of Support to Approve the Schedule and Process for Development of a New Expenditure Plan for Reauthorization of the Local Sales Tax for Transportation and Establish an Expenditure Plan Advisory Committee Structure - **ACTION\*** **57**
10. Adopt a Motion of Support to Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - **ACTION\*** **65**
11. San Francisco Municipal Transportation Agency Transportation Recovery Plan - **INFORMATION\*** **83**
12. Connect SF Transit Strategy Update - **INFORMATION\*** **113**

#### **Other Items**

13. 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.
14. Public Comment
15. Adjournment



\*Additional Materials

**Next Meeting: April 28, 2021**

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San Francisco  
County Transportation  
Authority





# *DRAFT MINUTES*

## **Citizens Advisory Committee**

Wednesday, February 24, 2021

### **1. Call to Order**

Chair Larson called the meeting to order at 6:01 p.m.

**Present at Roll:** Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola (10)

**Absent at Roll:** Nancy Buffum (1)

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

Chair Larson reported that Citizens Advisory Committee (CAC) members were provided the link to the Executive Director's Report that was presented a day prior at the San Francisco County Transportation Authority (Transportation Authority) Board meeting.

Chair Larson reported that the San Francisco Municipal Transportation Agency (SFMTA) is in the process of updating the Vision Zero Action Strategy, which outlines the initiatives and actions the city will take to advance Vision Zero and work to meet its goal to eliminate traffic fatalities by 2024. He said to ensure the update represents the input of San Francisco's diverse communities, SFMTA has created a survey and Story Map. He added that the survey serves as an opportunity to inform the priorities and initiatives for safer streets and the Story Map provides context by laying out current strategies and policies. Chair Larson shared that the survey will be available online until March 5th in English, Spanish, Chinese, and Filipino, and SFMTA staff will provide a Vision Zero Action Strategy update to the CAC and Board this spring. He provided the following link to view the story map and online survey: <https://www.sfmta.com/getting-around/walk/vision-zero-sf>.

Chair Larson also reported that for nearly a year, San Francisco lacked Muni Metro service in the Market Street subway. He shared that at their recent Board meeting, SFMTA announced they would be bringing back Muni Metro service from West Portal to the Embarcadero by May of 2021. He said that if the city continues to dictate COVID - 19 restrictions and vaccination rates, it is possible that the targeted reopening date can be accelerated. He reported that bus service is anticipated to continue to run in place of trains on the K-Ingleside, L-Taraval and M-Ocean View through spring. He also added that SFMTA said that bringing back the trains would allow them to reallocate bus resources and workforce towards other transit routes, and other priorities such as state of good repair, Vision Zero and Slow Streets.

Chair Larson reported that staff anticipates that Jeffrey Tumlin, SFMTA Director of Transportation, will present on SFMTA's Transportation Recovery plans to support the "reopening" of the city to the Transportation Authority Board in late March. He said he would like to request that staff reach out to Director Tumlin to invite him to present on the same topic at the March 24th CAC meeting.



Lastly, Chair Larson followed up on comments made at the last CAC meeting and said he is working with staff to develop a regular schedule for major capital project updates to the CAC. He said he wants to be able to provide a look ahead so that they know what to expect, but also said that staff has asked for flexibility to juggle the schedule when unexpected issues arise that should be addressed in a timely fashion. He added that he would like to stagger the updates so that they have a more manageable agenda. Chair Larson shared that the regular updates for projects include: Better Market Street, Potrero Yard Modernization, Van Ness Bus Rapid Transit (BRT), and Caltrain Electrification. Others with as needed/when there is something to report may include Central Subway, Downtown Extension, and Pennsylvania Alignment.

Peter Tannen asked if the Muni Metro would be serving passengers in only one direction.

Maria Lombardo, Chief Deputy Director, clarified that it would be operating in both directions.

There was no public comment.

### **Consent Agenda**

#### **3. Citizen Advisory Committee Vacancy - INFORMATION**

#### **4. Approve the Minutes of the January 27, 2021 Meeting - ACTION**

There was no public comment.

Peter Tannen motioned to approve the consent agenda, seconded by Jerry Levine.

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (9)**

**Nays: (0)**

**Absent: Buffum (1)**

### **End of Consent Agenda**

#### **5. Racial Equity Action Plan - Phase 1 Internal Programs & Policies - INFORMATION**

Camille Guiriba, Senior Transportation Planner, presented the item.

Robert Gower expressed his appreciation for the plan.

David Klein expressed appreciation for the work towards the plan and for public agencies holding themselves accountable and making participation equitable. He noted that demographics is suggested for leadership, but that data is only provided for all staff. He asked if demographic data could be provided for the management and possibly mid-level staff. Cynthia Fong, Deputy Director for Finance and Administration responded that the Transportation Authority has fewer than 10 members of our leadership team, and the City Attorney has indicated that this means the agency does not have to indicate demographics for the management team because it would be too easy to identify individuals based on the data.



Mr. Klein indicated that he understands the point but expressed concern about the City Attorney's logic. He indicated that much information is already available online and that he does not agree that the agency should follow this direction.

Ms. Fong said she would bring that feedback back to the City Office of Racial Equity.

Ms. Tupuola expressed thanks to Ms. Guiriba for the presentation and said she was excited to see the outcomes in the future. Ms. Guiriba indicated that staff would provide periodic updates the CAC.

Mr. Ortiz expressed appreciation for this work and agreed with Mr. Klein that we should present leadership demographics and should expand leadership if needed so that we would be over the 10 person threshold. He also indicated a desire to see data on the age distribution for leadership as well as information about promotional pathways and the demographics of staff receiving promotions.

Ms. Guiriba indicated that there are specific actions (not all are shown in the slides) to track promotions. Mr. Ortiz appreciated that this was being pursued and flagged that SFMTA has only one Latina among its leadership and would like to review this information for the Transportation Authority as well.

Mr. Ortiz also asked how many employees the Transportation Authority has. Ms. Fong confirmed that the agency has 43 staff currently.

Ms. Thoe also expressed appreciation for this work and extensive set of actions. She encouraged staff to bring back an item to change the CAC's name change to Community Advisory Committee instead of Citizens Advisory Committee as soon as possible. She also suggested, in relation to Section 1.3 about investing in a diverse talent pool, that Transportation Authority's work lends itself to limited term duration internships, for example for NTIP projects. She would like to see a diversity internship/apprenticeship type program developed similar to what other Bay Area organizations are working on to try and diversify the transportation planning field.

Ms. Guiriba appreciated Ms. Thoe's comments and indicated that staff hope was to bring the Administrative Code changes back soon.

Mr. Larson agreed that the CAC name change is small but significant.

Mr. Levine expressed thanks and indicated support for others comments. Regarding the City Attorney's direction on demographics, he asked if that is a mandate or if the agency can disclose demographics if desired. Ms. Guiriba indicated that staff would check with the Office of Racial Equity and explore sharing this information.

Mr. Larson indicated his support for this work and said he looks forward to seeing upcoming Administrative Code changes.

There was no public comment.

## **6. Major Capital Update: Downtown Rail Extension - INFORMATION**

Jesse Koehler, Rail Program Manager, presented the item.

Chair Larson referenced the Link 21 proposal, highlighting that the Salesforce Transit Center train box was said to have the capabilities to potentially allow trains to run through



it to/from the Bay Area, and asked if that was a project they would continue and coordinate with.

Mr. Koehler replied that the agency partners see the Downtown Rail Extension (DTX) project as a foundational project and that the multi-agency DTX team is coordinating with the Link 21 team, which he added is staffed by BART and Capital Corridor. He said that the project is a linchpin to not only the Peninsula connection but longer term rail connectivity into the East Bay, and ultimately Sacramento.

Stephen Polechronis with the Transbay Joint Powers Authority (TJPA) echoed Mr. Koehler's comments and said they have been coordinating with the sponsors of the Link 21 project for several years. He said they prepared two technical memos outlining various connections and routes that a future link 21 connection can take east out of the transit center. He added that they are working to ensure that whatever they do in terms of the extension of the train box, that it does not preclude that connection. Mr. Polechronis said that Link 21 staff is working on procuring an environmental consultant that will help them study and make decisions of the route that is used, and TJPA will make sure that the east end of the train box will accommodate a future prospect transbay connection.

Chair Larson asked about the Pennsylvania Avenue alignment, and the sequencing of the projects in the future.

Mr. Koehler said they are considering a lot of different scenarios. He said it's important to note that the DTX project has a fully approved Record of Decisions including the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), and said they are very ready to move the project into intensive design and delivery. He shared that the Pennsylvania Avenue Extension (PAX) project is in an early, pre-environmental stage, and depending on how the timing of the projects work over time, there may or may not be opportunities to coordinate implementation of the projects in a more efficient manner. He added that right now they want to be prepared to not only deliver DTX but deliver it in a fashion that when PAX is ready, it can be delivered with no harm done to either of the projects.

Chair Larson asked if there were technological advances in construction, that relate to tunnel technology that they can use to help reconceive the project.

Mr. Polechronis replied yes and provided an example of earth pressure balance machines. He said they press up against the face of the unexcavated earth and are more efficient and safer for the operators as well as the tunneling activity itself. He added, they are also looking into sequential excavation methods, a European way of tunneling, which will be more efficient and cost effective. He also shared examples of advances in street decking technology and said that it could help them minimize disruption, speed up construction, reduce impacts, and save money.

During public comment Roland Lebrun suggested that there should be a condition to the allocation where the costs per element are broken down. He said the DTX and PAX should be able to be implemented for under \$1 billion. With respect to Link 21, he suggested inviting the same team that presented at the January TJPA CAC meeting.

Edward Mason said in the past there was discussion of the platform levels to accommodate high speed rail. With regard to Link 21, he asked about the platform levels



required and asked if there would be a downward spiral related to platform heights when it is time to begin negotiations.

Mr. Polechronis said because of the different operating styles between high-speed rail and Caltrain, that it is typical to have dedicated platforms for each service. He said because the Caltrain cars have high and low doors, there is an unusual situation where a train breaks down, that way they can have interchangeability. He said they are working with BART, and it may be a Caltrain-type service that will go through the station.

**7. Adopt a Motion of Support to Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - ACTION**

Mike Pickford, Senior Transportation Planner, presented the item.

Chair Larson asked how pavement conditions were assessed and how the city schedules assessments.

Ramon Kong, Pavement Program Manager with San Francisco Public Works, replied that they have consultants that survey the city by driving around and scoring every street using electronic sensors. He said that the information is stored in Public Works' database and is used to calculate the Pavement Condition Index (PCI) for each street. Mr. Kong shared that they survey the pavements every year for about two months in November and December. He said that the citywide average PCI was 74.

Stephanie Liu asked how the success metrics for Bike to Wherever Day, previously known as Bike to Work Day, had changed compared to last year.

Mr. Pickford replied that in 2020 SFMTA measured a 4% increase in riders on Bike to Wherever last year. He introduced Crysta Highfield with SFMTA to respond to Ms. Liu's question.

Ms. Highfield said that neither last year or the current year are expected to be comparable to past years Bike to Work Days. She said they are measuring the same metrics as prior years, including bike counts, the number of people being directly reached by promotions, and the number of incentive items, such as tote bags, given out. She said instead of comparing year to year, they are focusing on comparing the weeks before and after the event and day of. She said it still gives them a good idea of whether the event successfully encouraged biking.

Ms. Liu asked if the goal was not only to encourage biking overall, but to also shift trips for those who would get into a car instead of transit because of the pandemic.

Ms. Highfield responded that it was and said if they could encourage anyone to ride a bike, they would be happy. She said that they have a broader target beyond those who might otherwise drive cars, and that they want to encourage those transit riders who might be afraid of using transit during the pandemic or facing crowding on their transit route by making biking accessible, easier, and lowering the barriers to get more people to try it out.

Ms. Liu said that focusing Bike to Wherever Day on Slow Streets this year made a lot of sense and she asked if there will be education efforts to increase awareness around Slow Streets.



Ms. Highfield said promotion for Slow Streets is ongoing, and the organizer of the event, the San Francisco Bicycle Coalition (SFBC), intends to do a broader outreach for slow streets before the event. She said that the SFBC was very supportive of Slow Streets in general.

David Klein asked where the bike counters that collect ridership data would be and where incentive tote bag distributions would be located. He asked how they would distribute throughout the city and if they are concentrated in certain districts. He said that concentrated locations could skew data.

Mr. Pickford said that SFMTA has permanently installed bike counters around the city and that staff would send the CAC a map of the counter locations. He said that the locations of the energizer stations have not yet been finalized, but that the energizer stations would be located in each supervisorial district.

Danielle Thoe noted that there was not a written requirement in the allocation request that the energizer stations be spread through all of the districts, as there had been in prior years. She suggested that energizer stations and incentive distribution locations be required to be in each supervisorial district.

Mr. Pickford agreed and said staff would add a condition to the allocation request requiring energizer stations in all supervisorial districts.

During public comment, Roland Lebrun said that repairing the Guadalupe River Bridge was important to supporting Caltrain service along the entire corridor.

Chair Larson agreed, and said it is important to remember how the whole Caltrain route has an impact on San Francisco and that is why we contribute money to bridges and other infrastructure outside of San Francisco.

Brian Wiedenmeier, Executive Director of SFBC shared his support of the allocation request for Bike to Wherever Day. He said that SFBC would be the main organizer of Bike to Wherever Day, which is being branded that way in response to the pandemic and in recognition that people bike for many reasons. He said that they have a commitment to adding energizer stations in each supervisorial district in the scope and had no issues with making that a condition of the allocation. With regard to promotion, he said they will have a robust marketing plan that will reach people in multiple languages across multiple channels, encouraging people to choose biking. He said this was the time to promote biking, to take advantage of the growing Slow Streets network, and to address the pressures that transit systems are facing, and to prevent a return to single occupant vehicle trips after the pandemic.

Sophia Tupuola motioned to approve the item, seconded by Robert Gower.

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (10)**

**Nays: (0)**



**8. Adopt a Motion to Support the City and County of San Francisco's Project Nominations for \$6,359,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds - ACTION**

Kaley Lyons, Senior Transportation Planner, presented the item.

Peter Tannen asked about the \$20 million available in incentive funding and how that was distributed among jurisdictions passing new measures.

Ms. Lyons responded that \$20 million is available each cycle, with a maximum amount of \$5 million per jurisdiction. She said that if more than four jurisdictions pass measures that cycle, the amount distributed to each jurisdiction is proportionately reduced.

Kevin Ortiz commented on the 13<sup>th</sup> Street Safety Project, indicating that a lot of development was happening in the area and would like to make sure residents are aware of protections they may need to have in place as development continues in the area.

Chair Larson indicated support for the focus on Vision Zero in the projects presented. He referenced a recent pedestrian fatality in District 7 and said that Vision Zero should remain a priority.

During public comment, Edward Mason asked that funds be conditioned on receiving regular updates after completion of the projects. He said there should be comparison after new improvements are made as efforts are made to engineer solutions to reach the goal of Vision Zero. He said receiving reports would allow an analysis on the effectiveness of engineering solutions and whether there was a lack of police enforcement preventing the traffic incidents from occurring.

Anna LaForte, Deputy Director for Policy and Programming, responded that the CAC and Board recently approved a Prop K allocation request for Safe Streets Evaluation. She said SFMTA has been and would continue doing annual reporting on the effectiveness of Vision Zero safety improvements being implemented. She said the 2020 evaluation report would be released in the summer of 2021 and the 2021 report would be released the year after, funded through the recent Prop K allocation.

Mr. Ortiz expressed support for making a motion but would like a timely report back on project progress in six month.

Ms. LaForte indicated that within six months the funds would likely just becoming available to the projects. Mr. Ortiz said he would like a timely report back.

Ms. LaForte indicated that some of the projects have Prop K funds as matching funds so the CAC would receive updates via that avenue and said updates could be provided on any of the projects.

Mr. Ortiz said with that information from staff, he was willing to make a motion to support the item as proposed.

Kevin Ortiz motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**





**9. Adopt a Motion of Support to Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - ACTION**

Kaley Lyons, Senior Transportation Planner, presented the item.

Sophia Tupuola asked how the COVID-19 pandemic has affected implementation of the Safe Routes to School (SRTS) Non-Infrastructure Program and whether the focus would be on Communities of Concern and ensuring vulnerable populations are getting equitable access to schools and community learning hubs.

Ana Vasudeo, SFMTA, responded that current programming has been adapted to live on a virtual platform as well as in-person. She said the current program serves 103 schools and prioritizes 33 schools based on equity considerations such as Free and Reduced Price Meal program participation and the High Injury Network. She also noted that students may not be traveling to schools but are traveling to community learning hubs that are providing free Wi-Fi and other resources. She said the SRTS program had partnered with community learning hubs to host some education offerings and looks forward to serving schools this coming year.

Jerry Levine asked if a full funding plan must be in place for each project by the time funds were awarded.

Ms. Lyons responded that each project would need to have a full funding plan in place. She explained that the Folsom Streetscape Project has an outstanding request for Active Transportation Program Regional funds and if those were not awarded, the project would be scaled accordingly. She said staff were working closely with project sponsors and were confident in the funding plans put forward.

Mr. Levine asked if awards would be scaled back if the remaining funds from other sources were not available for a project.

Ms. LaForte responded that these were federal funds that must be fully obligated by September 2022 and Caltrans would require a fully funded project or useful segment at that time. She said there were decision points between now and then regarding the level of funding, but staff were confident these projects would be fully funded by that time, with coordination continuing between now and then.

Mr. Levine expressed that he wanted to be sure it would not reach a point where funds would need to be given back.

Peter Tannen asked for a description of protected corners, in relation to the Folsom Streetscape Project.

Alan Uy, SFMTA, answered that a protected corner was a corner that provides physically separated moves between turning vehicles and bicycles going through, including treatments such as concrete islands or signal separation.

Mr. Tannen asked about the two-way protected bikeway proposed for Folsom Street, indicating that it was used in short stretches, but there were already bike lanes on Howard Street in one direction and Folsom Street in the other which seems safer since it avoids bicyclists navigating intersections with traffic going the opposite direction.





Mr. Uy responded that the two-way design was developed through community and stakeholder outreach. He said the main concern going westbound on Howard Street was bicyclists making a jog on 11<sup>th</sup> Street to get to Folsom Street. He said stakeholders also voiced concern about numerous closures in the area and wanted to have a reliable option to get to the Rincon hill area and the Mission District without detours and unprotected bike facilities.

Mr. Tannen asked why the transit only lane shifts from one side of the street to the other side on 5<sup>th</sup> Street.

Mr. Uy said the need to get to the left is for closer access to the new Central Subway portal at 4<sup>th</sup> and Folsom streets and indicated that a majority of bus routes that would be on Folsom Street would be making a left on 3rd Street, so they need to be prepared for that movement. He said the decision was made after meeting with Muni operators and discussing their safety concerns.

Nancy Buffum expressed the importance of continuity for the Safe Routes to School program and said families were having difficulties handling the pandemic and was pleased with the emphasis on working with Communities of Concern and community learning hubs. She also said that keeping the program high profile during this period is important as parents think about going back to school and consider walking and biking as a way to get there. She also said that physical movement makes a big difference in a child's ability to concentrate, and it is important to encourage exercise and use that in messaging.

Chair Larson expressed agreement that it is imperative that once children go back to school, they can transition safely. He also said that traffic and movement is different now and as people go back to school and work, they are used to different patterns and it is important to make sure people are safe and conflicts do not increase.

During public comment, Christopher White, Program Director at San Francisco Bicycle Coalition, thanked the CAC and staff for considering the proposal and recognizing the importance of the program in creating a culture of sustainable, safe transportation, especially during this time. He said that during the pandemic, the SRTS partnership had remained nimble while schools and families have a reduced ability to engage. He said they had shifted programs online, developed a downloadable guide, and conducted webinars with a very large demand. He said they held a Biking with Children webinar four times and had over 425 registrants. He also said that in addition to working with community learning hubs, they had also been working with community-based organizations at food distribution sites, talking to people about their concerns. He said SFBC would be doing a Spanish language workshop for recent arrivals as well. He expressed that SRTS will only become more important as there would be some concern about usual ways of getting to school, such as transit and carpools, and stemming the tide of turning to single occupant vehicles would be critical.

Nancy Buffum motioned to approve the item, seconded by Kevin Ortiz.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**



## **Other Items**

### **10. Introduction of New Business – INFORMATION**

Kevin Ortiz said that \$10 billion in federal funds for removal of federal freeways was coming in to play and he would like to learn more about the Transportation Authority's plans for some of these projects for freeway removal. Since the allocations are coming up soon, he asked to hear about this at the next meeting coming up to get a good understanding of how these allocations will be used, for what projects, and also providing time to air community concerns, which he noted is always a best practice.

Mr. Larson said he would appreciate hearing more about this topic, as well.

Robert Gower said he had an escalation based on community concerns that he would like to see addressed in a presentation at an upcoming meeting. Mr. Gower described concerns related to the interplay of different agencies over the issue of street sanitation in District 11, citing the San Jose Avenue corridor where there are large dumpings. He said that the community is struggling and needs help with identifying the appropriate entities to get the garbage off the streets and cleaned up, both for the safety of vehicles trying to get through and the bike lanes, which are completely blocked in places. Mr. Gower said calls to 311 weren't proving to be effective.

Chair Larson agreed and added that he has too witnessed the garbage dumped along the San Jose Avenue corridor, noting he sometimes uses the segment near the Monterey exit and has observed large pieces of trash like carpets in the roadway.

Mr. Gower said it's become precipitously worse over the past six months and the community is struggling to find the right resources to address the dumping and associated safety concerns.

Chair Larson appreciated that this is likely an area where are intersections of many different agencies that have jurisdiction in this area.

David Klein inquired about any longitudinal trends regarding district-by-district budget appropriations to projects. He said they are all taxpayers and wants to see if they are all receiving a good amount of investment in their unique districts. He said this information may already be somewhere and he would appreciate being directed to it. He said he is curious how monies, as well as projects themselves – since it isn't just about the amount of investment but the type of investments, how many residents can benefit, etc. are invested. Mr. Klein said he sees meeting by meeting where the funds are going, but he lacks a sense of continuity prior to his time about how these investments are made across the city. He said he didn't have a preference about whether it's a chart or a heat map, looking a Prop K or fund source by fund source, but he would like an update or layout about how the investments are made across the city, and he leaves it up to staff to offer the best way to present it.

Chair Larson acknowledged the request. He noted there are more transit intensive areas in the city, but it is good to remember that there are transportation needs all over the place.

Nancy Buffum said she just learned yesterday that there would be temporary HOV lanes on Lombard and Park Presidio to help speed up Muni because these are state highways, and the proposal is that they are HOV 2, which she said is a very low bar. Ms. Buffum



continued by stating that the lanes should be set at a higher bar such as HOV 3 because HOV 2 means it will be a Muni and Uber/Lyft lane. She expressed concerns about traffic impacts of Uber and Lyft and reiterated that the lanes should be starting at a higher bar as not doing so could potentially cause more traffic issues. She suggested it might be worth talking to SFMTA about the choice of HOV 2 or HOV 3 for those lanes.

With regard to the freeway removal request he made earlier, Mr. Ortiz asked for a traffic impact report, which he acknowledged would be a longer term effort. He also said he would be interested in hearing about development plans if there was a freeway removed, such as the freeway at the Octavia exist.

Mr. Ortiz reminded staff of his prior request regarding a potential Prop K allocation for a Free Muni Program, which he hoped would be agendized at an upcoming meeting.

There was no public comment.

#### **11. Public Comment**

During public comment, Roland Lebrun said it is critical that they reach out to BART for a Link 21 presentation. He also asked the staff to consider changing to a different meeting platform.

Chair Larson said he, too, would like to hear a Link 21 update in the near future.

#### **12. Adjournment**

The meeting was adjourned at 8:19 pm

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## Memorandum

### AGENDA ITEM 4

**DATE:** March 18, 2021

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 04/13/21 Board Meeting: Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit

#### RECOMMENDATION ☐ Information ☒ Action

Approve up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance (STA) County Block Grant Funds for Paratransit

#### SUMMARY

In 2018, the Metropolitan Transportation Commission (MTC) established the STA County Block Grant program to be administered by Congestion Management Agencies (CMAs). MTC used to distribute these funds via a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators program. For the first cycle (FYs 2018/19 and 2019/20) the Transportation Authority Board directed 40% (\$3.1 million) of San Francisco's share of revenues to the San Francisco Municipal Transportation Agency's (SFMTA's) paratransit program and the remaining 60% (\$4.7 million) to the San Francisco LTP (Table 1 in the memo). In light of the significant decline in transit fare and other operating revenues due to the COVID-19 pandemic, in April 2020 the Board programmed up to \$3.794 million in FY 2020/21 block grant funds to the SFMTA's paratransit program. We recommend continuing to prioritize SFMTA's paratransit program, including the Essential Trip Card program, for San Francisco's estimated share of FY 2021/22 STA block grant funds (\$3,012,914).

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



## BACKGROUND

STA revenues come from the state sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. It is also a volatile source of funding, even before the COVID-19 pandemic, given the fluctuations in the price of diesel fuel. In FY 2018/19, MTC began distributing a majority of the region's STA population-based funds to CMAs through a transit-focused STA County Block Grant program. The program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the percentage that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 1 of each year, CMAs submit the distribution policy for STA population-based funds.

In FYs 2018/19 and 2019/20, San Francisco received a total of \$7.7 million in STA block grant funds. The Board directed \$3.1 million (40%) to the SFMTA for its paratransit program based on the amount that SFMTA would have received under the regional program in FY 2018/19. For the remaining \$4.7 million (60%), the Board approved the SF LTP Cycle 1 program of projects that address transportation needs of low-income populations (see Table 1 below).

<b>Table 1. San Francisco STA County Block Grant Program FY 2018/19 - FY 2019/20</b>	
Paratransit (operations) (SFMTA)	\$3,141,610
San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$396,300
Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
Elevator Attendant Initiative (BART)	\$2,600,000
<b>Total</b>	<b>\$7,747,610</b>

For FY 2020/21, San Francisco was projected to receive \$3.794 million in FY 2020/21 STA block grant funds as of February 2020. The Board's first programming priority was to backfill then-anticipated lower STA revenues for the three LTP Cycle 1 projects (Table 1), which was not required because the projects received their full STA allocations from MTC. The second programming priority was the SFMTA's paratransit program operations. As of February 2021, San Francisco is anticipated to receive \$3,066,371 this fiscal year, which is about 19% less than anticipated one year ago. Due to a reduction in service demand from the COVID-19 pandemic, the paratransit program budget has decreased so it will not experience impacts



from the lower than anticipated STA fund estimate. Any additional STA funds would result in a lesser need for SFMTA's operating revenues.

## DISCUSSION

As noted above, STA funds tend to be a volatile fund source. In February each year, we receive an estimate of San Francisco's share of revenues for the next funding cycle as well as the current fiscal year, which may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of revenues generated. When the Board approved the FY 2020/21 STA County Block Grant to SFMTA's paratransit program in April 2020, we noted that we would return in Spring 2021 to program the FY 2021/22 STA revenues. Additionally, we would assess the current STA revenue forecast and consider the status of SFMTA's operating revenues to develop a recommendation about whether to continue directing all the funds toward SFMTA's paratransit program or to issue a call for projects for San Francisco's LTP. Table 2 below shows the current estimates for San Francisco's FY 2020/21 and 2021/22 STA County Share Block Grant funds.

<b>Table 2. Estimated San Francisco STA County Block Grant Funds FY 2020/21 and 2021/22</b>			
	<b>Funds Recommended (April 2020)</b>	<b>Estimated Funds Available As of February 2021</b>	<b>Increase/ (Decrease)</b>
FY 2020/21 Paratransit (operations) (SFMTA)	up to \$3,794,003	\$3,066,371*	(\$727,632)
FY 2021/22 Paratransit (operations) (SFMTA) (proposed)	N/A	up to \$3,012,914** (proposed)	N/A

\* MTC will provide revised county share estimates in Fall 2021.

\*\* Due to the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount.

In FY 2021/22, San Francisco is projected to receive \$3,012,914, which is lower than previous years and very similar to FY 2020/21 estimates as of February 2021 based on the California Department of Finance's diesel price forecast. We expect to receive actual FY 2020/21 revenues and updated FY 2021/22 revenue estimates in the fall, both of which will likely be higher than current estimates if the price of diesel fuel continues to increase. We recommend programming up to the estimated \$3,012,914 in FY 2021/22 funds to support SFMTA's paratransit program operations including the Essential Trip Card, a program to help older adults and people with disabilities pay for essential trips in taxis during the COVID-19 pandemic.



**Next Steps.**

Following Board approval of this item, we will provide the Board resolution to MTC by its May 1 deadline. We anticipate returning to the Board in Spring 2022 to program the FY 2022/23 STA revenues. At that time, we will assess the current STA revenue forecast and consider the status of SFMTA's operating revenues, as well as other factors to develop a recommendation about whether to continue directing all the funds toward SFMTA's paratransit program or to issue a call for projects for San Francisco's LTP.

**FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.

**CAC POSITION**

The CAC will consider this item at its March 24, 2021 meeting.

**SUPPLEMENTAL MATERIALS**

None.



## San Francisco County Transportation Authority

## State Legislation - March 2021

(Updated March 18, 2021)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Bill (AB) 550 (Chiu) as show in **Table 1**.**Table 1. New Recommended Position**

Recommended Positions	Bill # Author	Title and Update
<p>Support</p> <p>Recommended for April Board adoption</p>	<p><a href="#">AB 550</a> <a href="#">Chiu</a> D</p>	<p><b>Vehicles: speed safety system pilot program.</b></p> <p>This bill would require the Secretary of Transportation to adopt guidelines by July 1, 2022 for the implementation of two speed safety system pilots - one on dangerous local streets, and the other in active state or local work zones. In the context of this bill, a speed safety system refers to a fixed or mobile radar or laser system or any other electronic device that utilizes automated equipment to detect a violation of speeding laws and is designed to obtain a clear photograph, video recording, or other visual image of a vehicle license plate. The pilot program guidelines must be developed in consultation with stakeholders such as Caltrans, local governments, privacy stakeholders, and racial and economic justice groups. The pilots must include privacy protections, limits on the use of data, a ban on facial recognition technology, a civil citation of no more than \$125, a low income driver diversion program, and annual reports to the Legislature beginning within two years of the pilot commencing.</p> <p>Speed detection systems have been shown to reduce the number of severe and fatal collisions by as much as 58% across the United States and have been identified as a critical tool to combat pedestrian fatalities by the city's Vision Zero Task Force and many other pedestrian safety organizations. Securing authorization for a speed safety camera pilot program has been a top priority for SFMTA and the Transportation Authority for years.</p> <p>A fact sheet on AB 550 is included as an attachment to this table.</p>

## ASSEMBLY BILL 550 (CHIU)

### SAFE STREETS AND WORK ZONES ACT OF 2021

#### SUMMARY

Assembly Bill 550 protects the safety of vulnerable travelers and workers on California roads by giving local transportation authorities and the state the option of creating speed safety pilot programs informed by a stakeholder-driven process under the auspices of the Secretary of the California State Transportation Agency.

#### BACKGROUND

From 2005 to 2014, 363,606 Americans [were killed](#) in instances of traffic violence nationwide. Of those, 112,580 people – 31 percent – were killed in speeding-related incidents. California is no exception to the scourge of speeding fatalities: over 1,000 Californians have [died](#) in speed-related traffic collisions every year for the past five years.

In addition, work crews in state and local work zones face incredibly dangerous working conditions. Workers face a high risk of being injured or killed by distracted or speeding drivers – and many have been struck and killed in the line of duty. The number of active work zones has increased in recent years due to an influx of transportation project funds. The state has undertaken additional safety campaigns, but many sites are still very dangerous.

Jurisdictions suffering from high levels of avoidable fatal and severe collisions are desperate for additional tools to bring the number of traffic deaths down to zero. Vision Zero traffic safety initiatives underway in these localities have made some progress, but these efforts to date have not brought about the necessary reductions in injuries and deaths.

Many streets with the highest incidents of fatal and severe crashes are in regionally-identified Communities of Concern, where a high percentage of households with minority or low-income status, seniors, people with limited English proficiency, and people with disabilities reside and are

disproportionately impacted. Children going to school, pedestrians and cyclists heading to work, and seniors attending to errands are at risk every day.

Vision Zero efforts have historically focused on a traditional law enforcement response to speeding and other dangerous driver behaviors, as well as education and engineering efforts. However, these traditional enforcement methods have had a well-documented disparate impact on communities of color, and implicit or explicit racial bias in police traffic stops puts drivers of color at risk. Jurisdictions around the state are seeking alternatives to traditional enforcement mechanisms that will protect public safety while being responsive to community concerns.

#### THE PROBLEM

Across the United States, numerous peer-reviewed [studies](#) have shown that speed detection systems reduce the number of severe and fatal collisions by as much as 58 percent. Despite an established history, California law currently prohibits the use of these systems.

Studies have shown that speed is the *leading* factor when determining fault in fatal and severe collisions, yet existing efforts have not led to the reduction in speed and traffic violence needed to save lives and make communities safe. California must provide communities with the option to pilot this public safety tool in order to create the expectation of regular speed checking on the most dangerous streets, and in workzones where traffic work crews are in dangerous proximity to fast-moving vehicles.

#### THE SOLUTION

AB 550 directs the Secretary of CalSTA to bring together a stakeholder working group to establish program guidelines for the piloting of two speed

safety programs: one on dangerous local streets, and the other in active state or local work zones.

Pilot programs must comply with the following specific requirements in order to operate:

- **Program Operation:** Must be operated by a jurisdiction's transportation department or similar administrative agency.
- **Privacy Protections:** Jurisdiction must adopt a policy setting out clear restrictions on the use of data and provisions to protect, retain, and dispose of that data. Data from a system cannot be used for any other purpose or disclosed to any other person or agency except as required by law or in response to a court order or subpoena.
- **Facial Recognition Ban:** Jurisdictions are prohibited from using facial recognition technology in a program.
- **Citation Type:** Citations are civil in nature, not criminal, and shall not result in a point on a driver's record.
- **Fine Amount:** The total penalty amount, including fees, is capped at \$125.
- **Adjudication:** Jurisdictions must provide for a hearing and appeal process for contesting citations.
- **Equity:** Jurisdictions must offer a low-income driver diversion program with specified alternative remedies in lieu of payment and reduced fines for qualifying individuals.
- **Oversight and Evaluation:** Each jurisdiction must submit a report and evaluation to the Legislature within two years of the start of the program and annually thereafter. Reports must include a specific analysis of racial equity and financial impacts of programs developed in collaboration with stakeholder groups.
- **Sunset:** The Act and any authorized programs sunset on January 1, 2027.

The working group, informed by collaboration with stakeholders and experts, will establish additional guidelines in certain areas, including system placement, speed thresholds, warning phases prior to deployment, and community engagement.

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## SUPPORT

City of Los Angeles (cosponsor)  
 City of Oakland (cosponsor)  
 City of San Francisco (cosponsor)  
 City of San Jose (cosponsor)  
 San Francisco Bicycle Coalition  
 Walk San Francisco

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## FOR MORE INFORMATION

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## Memorandum

### AGENDA ITEM 6

**DATE:** March 19, 2021

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba -Deputy Director for Capital Projects

**SUBJECT:** 04/13/21 Board Meeting: Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project

#### RECOMMENDATION ☐ Information ☒ Action

- Award a two-year professional services contract to WMH Corporation, in an amount not to exceed \$1,700,000, for engineering and environmental consulting services for the U.S. 101/I-280 Managed Lanes and Bus Project
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

#### SUMMARY

We are seeking consultant services to provide preliminary engineering and environmental planning for the U.S.101/I-280 Managed Lanes and Bus Project (Project). The Project will help provide a continuous connection for bus and carpool riders between downtown San Francisco and downtown San Jose, one of the most congested corridors in the Bay Area. The primary goals of this project are to increase reliability and efficiency of the freeway, reduce emissions, and increase equitable access in the corridor. We issued a Request for Proposals (RFP) in February, 2020. Award of the contract was paused in March of 2020 due to uncertainty surrounding outbreak of the COVID-19 pandemic. Following collaboration with our regional partners to advance policies and programs for equitable express lane networks within the Bay Area, and to position this Muni Equity Strategy project for potential near-term funding, we are recommending resuming award of the contract to WMH Corporation. Through outreach, community co-creation and technical development, our intent is to develop a model managed lanes project featuring integration with public transit and other equity components.

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



## **BACKGROUND**

Parts of San Francisco's freeway network are critically congested, but there are many empty seats in cars, vans and buses. Consistent with the Plan Bay Area 2050 Blueprint, the U.S. 101/I-280 Managed Lanes and Bus Project (Project) will develop conceptual designs to prioritize high occupancy vehicles (including Muni and SamTrans buses) traveling the U.S. 101 and I-280 North freeway corridor between downtown San Francisco and San Mateo County, enabling motorists and transit passengers to experience a faster, more reliable trip. Due to the congestion in this corridor, this project is a Muni Equity Strategy priority, for Muni lines 14/X, 8/X and 15X.

The Project is part of a regional network of managed lanes (carpool or express lanes) which are intended to reduce travel time, increase person throughput, and improve reliability for Bay Area motorists and transit riders. The proposed Project, along with planned projects in San Mateo County, will provide a continuous carpool or express lane between the downtowns of San Francisco and San Jose in Santa Clara County.

The current phase of work has been developed based upon our 2018 Freeway Corridor Management Study and 2019 Project Initiation Document. The Project Initiation Document laid out potential carpool and express lane alternatives along the U.S. 101/I-280 corridor within the City and County of San Francisco and San Mateo County. The San Mateo City/County Association of Governments is leading implementation of a 14-mile segment of Express Lanes on U.S. 101 from Redwood City to the I-380 juncture at the San Francisco International Airport.

As part of the prior planning phase, we engaged in outreach to educate stakeholders about the feasibility of different types of managed lanes. Key stakeholders for this outreach effort included elected officials, community groups, merchants, residents, and likely users, especially those who work or live close to the freeways.

## **DISCUSSION**

We are seeking consultant services to assist with engineering and environmental studies to support in the development of a Project Report and Environmental Document. An equity study is advancing separately, per the Board's request, along with a 3-county corridor demand management study called the US 101 Mobility Action Plan.

We paused award of this contract in March of 2020 due to uncertainty surrounding outbreak of the COVID-19 pandemic. Now, traffic levels have returned, in some cases to pre-COVID levels, within the corridor. Following collaboration with our regional partners to advance policies and programs for equitable express lane networks within the Bay Area, and to position Phase 1 of this project for potential near-term funding, we are recommending resuming award of the contract to WMH Corporation.

The project is anticipated to be implemented in two phases.



Phase 1 of the Project would include a northbound high-occupancy vehicle (HOV) lane along I-280 from approximately 23<sup>rd</sup> Street to the I-280/5<sup>th</sup> St. touchdown (freeway terminus) as well as two blocks along northbound King Street from 5<sup>th</sup> Street to 3<sup>rd</sup> Street. In order to position the project for near-term funding opportunities, we will design and environmentally clear Phase 1 (northbound HOV lane) during Fiscal Year 2021/22. Given the use of entirely existing right-of-way, the proposed level of environmental approval documentation for Phase 1 is anticipated as a Categorical Exemption per CEQA and Categorical Exclusion per NEPA.

Phase 2 of the Project would include a southbound managed lane along King Street, I-280, and U.S. 101, starting from 4<sup>th</sup> Street and ending at the San Mateo County line. Phase 2 may also include HOV to express lane conversion of the previously constructed northbound lanes and the remaining northbound managed lane gap from the San Mateo County line to 23<sup>rd</sup> Street. Environmental analysis for Phase 2 covering the remaining portion of the corridor, is expected to be completed by spring 2023, subject to availability of funds. This phase will scope and evaluate managed lane options with the goal of reducing congestion by efficiently prioritizing high-occupancy vehicles within the project corridor.

The scope of work will consist of an advanced Traffic Study, Phase 1 Environmental Document, and Preliminary Engineering (see Attachment 1 for detailed scope).

**Procurement Process.** We issued an RFP for engineering and environmental consulting services for the U.S. 101/I-280 Express Lanes and Bus Project on February 3, 2020. We hosted a pre-proposal conference at our offices on February 12, which provided opportunities for small businesses and larger firms to meet and form partnerships. 21 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP and questions and answers to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of March 4, 2020, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority and the California Department of Transportation (Caltrans) staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: WMH Corporation. The WMH Corporation team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around environmental process for Caltrans projects and traffic analysis. We established a Disadvantaged Business Enterprise (DBE) goal of 12.8% for this contract, accepting certifications by the California Unified Certification Program. Proposals from both teams exceeded the DBE goal. The WMH Corporation team includes a combined 18.2% DBE participation from multiple subconsultants, including Rail Surveyors and



Engineers, Inc., and WRECO, both Asian Pacific-owned firms; and Radman Aerial Surveys, Inc., a women-owned firm.

During the past twelve months, we have worked with regional partners to advance policies and programs for equitable express lane networks within the Bay Area. The collaboration has culminated in the Metropolitan Transportation Commission's (MTC) development of an Express Lanes Strategic Plan, MTC's launch of a means based tolling pilot project, creation of an express lane equity program led by the San Mateo County Transportation Authority, and commencement of a data-driven equity study led by the Transportation Authority's modeling team. Through outreach, community co-creation and technical development, our intent is to develop a model managed lanes project featuring integration with public transit and other equity components.

The Executive Director presented resumption of this work earlier this year during presentation of our Annual Report at the January 2021 Board meeting.

## **FINANCIAL IMPACT**

The initial contract amount, not to exceed \$1,700,000 will be funded with Prop K sales tax funds, appropriated through Resolution 20-16. The proposed Fiscal Year 2020/21 budget amendment includes this year's activities and sufficient funds will be included in the Fiscal Year 2021/2022 budget to cover the remaining cost of the contract.

## **CAC POSITION**

The CAC will consider this item at its March 24th meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Scope of Services



## Attachment 1

### Scope of Services

Contractor shall provide engineering and environmental consultant services to support the US 101/I-280 Managed Lanes and Bus project (Project). The designated Project limits are from the US 101 San Francisco/San Mateo county line along I-280 to the I-280/King St. touchdown (freeway terminus) extending two blocks along northbound King Street from 5th Street to 3rd Street in San Francisco.

The Purpose and Need of the Project as articulated in the approved Caltrans Project Initiation Document (PID) is as follows:

**Purpose:** Increase person throughput; Encourage carpooling and transit use; Improve travel time and reliability for HOV and transit users; Minimize degradation to general purpose lanes and local streets; Optimize freeway system management and traffic operations; and Create a facility that extends the benefits of the San Mateo US 101 Express Lane Project into San Francisco.

**Need:** All lanes on US 101 and I-280 experience congestion resulting in an overall degradation of operations throughout the corridor. Traffic flow is constrained at several bottlenecks where vehicular demand exceeds the capacity of the facility. All users traveling on US 101 and I-280, whether they are in single or multiple occupant vehicles or in buses, experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week.

Specific tasks include: 1) Project Management, 2) Traffic Study, 3) Environmental Document (CEQA/NEPA), and 4) Project Report.

The tasks are detailed below.

#### **Task 1. Project Management**

This task provides for ongoing management of the Project team and associated Project controls including monitoring project progress against the baseline schedule and budget. The task will also involve interagency coordination meetings, quality assurance/quality control (QA/QC), Project risk and opportunity management, as well as regular progress updates to the Transportation Authority Citizens Advisory Committee and Board.

- 1.1 Be responsible for organizing and leading team meetings including developing agendas and distributing meeting minutes in work breakdown structure format. Contractor shall also administer the environmental document / project approval phase (PA/ED) including coordination with affected stakeholders and provide QA/QC of deliverables.
- 1.2 Management of the Project budget will include tracking of subconsultant time, invoicing, and development of supporting progress reports in work breakdown structure format.
- 1.3 Development of baseline schedule for design and construction phases will allow the Project team to make informed decisions related to permitting, funding and procurement. Contractor is expected to manage the Project schedule for current and future phases of work.

- 1.4 Assist Transportation Authority staff in development of a project risk register to identify and track potential project threats and opportunities and well as provide advice on required project permitting schedules.

Required Deliverables:

- 1.1 – Meeting Agendas and Minutes. Project Correspondence
- 1.2 – Progress Reports and Invoices
- 1.3 – Baseline Project Schedule and Updates
- 1.4 – Project Risk Register

## **Task 2. Traffic Study**

In this task, Contractor shall collect and analyze pertinent Project information including but not limited to existing and forecasted traffic counts and operations data. Contractor shall conduct traffic operations analysis using previously collected traffic data and traffic forecasts prepared by the Transportation Authority for select Project alternatives and time horizons. Contractor shall use the results of the traffic operations analysis, combined with alternatives cost estimates, to develop preliminary facility revenue projections and provide better understanding of the financial viability of each Project alternative.

- 2.1 Collect supplemental existing traffic data including information related to: travel time/speed information, vehicle occupancy, collision data, and traffic signal timing.
- 2.2 Process traffic forecasting data prepared by the Transportation Authority to develop a Traffic Operations Analysis model using PTV VISSIM or similar software. The model will evaluate the Project alternatives and Federal Highway Administration collision prediction analysis.

Required Deliverables:

- 2.1 – Supplemental Existing Traffic Data
- 2.2 – Traffic Operations Analysis Report (TOAR)

## **Task 3. Environmental Document**

In this task, Contractor shall complete the required studies to receive environmental clearances for both phases of the Project per the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements.

- 3.1 For Phase 1 of the Project, Contractor shall develop an environmental document to support construction of a northbound HOV facility within the existing shoulder (approximately from the 23<sup>rd</sup> St. overcrossing to King St./3<sup>rd</sup> Street intersection).
- 3.2 The first step of the Phase 2 environmental clearance process includes the updating of the goals and purpose and need of the Project, evaluation framework development, initial screening of alternatives, and detailed scoping of the environmental technical studies. This work will inform requirements for both Phase 1 and Phase 2 environmental documents.

3.3 Contractor shall conduct preliminary environmental technical studies to support Phase 2 Planning.

Required Deliverables:

3.1 - *Environmental Document (Phase 1)*

- a) *CEQA/NEPA Categorical Exemption/ Categorical Exclusion*
- b) *Supporting Environmental Technical Reports*

3.2 - *Environmental Scoping*

- a) *Project Purpose and Need / Project Description*
- b) *Environmental Technical Study Work Plans*

3.3 - *Environmental Technical Studies*

- a) *Natural Environmental Study (NES)*
- b) *Initial Site Assessment*

**Task 4. Project Report**

This task provides for the development and approval of a Caltrans Project Report which will be prepared after preliminary engineering and draft environmental studies have been completed. Contractor shall collect as-built mapping including verification of existing roadway geometry information and aerial topographic mapping. Consultant will develop preliminary geometric engineering designs, toll system concepts, traffic management plans and analysis of the existing structures. The findings of these individual studies will be compiled in a Project Report for approval by Caltrans.

- 4.1 Conduct topographic mapping and mapping of potential utility conflicts to account for any required relocation plans. Collect other relevant Project data such as roadway and structures as-built data in order to develop concept level design alternatives for preliminary screening.
- 4.2 Prepare preliminary engineering designs for select Project alternatives including but not limited to vertical and horizontal alignments, cross sections and design exceptions.
- 4.3 Prepare Project cost estimates for capital investments inclusive of design and construction as well as for proposed operations inclusive of transit and life cycle maintenance.

Required Deliverables:

4.1 - *Data Collection*

- a) *Topographic Mapping*
- b) *As built Drawings*
- c) *Preliminary Right of Way Requirements*
- d) *Utility Mapping*

4.2 - *Preliminary Engineering*

- a) *Design Alternatives*
- b) *Draft Geometric Engineering Drawings*
- c) *Draft Design Standards Decision Report*
- d) *Value Analysis*

#### *4.3 - Project Cost Estimates*

- a) Capital and Support Expenditures*
- b) Operating Expenditures*



## Memorandum

### AGENDA ITEM 7

**DATE:** March 19, 2021  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 04/13/2021 Board Meeting: Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,200,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Traffic Calming Removal and Replacement - FY21 (\$50,000)</li> <li>2. Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (\$900,000)</li> <li>3. Lake Merced Quick Build [NTIP Capital] (\$250,000)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### DISCUSSION

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

### FINANCIAL IMPACT

The recommended action would allocate \$1,200,000 in Prop K 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 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 March 24, 2021 meeting.

### **SUPPLEMENTAL MATERIALS**

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	\$ 100,000	51%	50%	Design, Construction	TBD
Prop K	38	SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	\$ 900,000	51%	0%	Design, Construction	9, 10
Prop K	38, 40	SFMTA	Lake Merced Quick Build [NTIP Capital]	\$ 250,000	\$ 250,000	NA	0%	Planning, Design	7
TOTAL						\$ 1,200,000	0%	0%	

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	Requested funds will be used to replace approximately four legacy speed bumps with up-to-date traffic calming devices such as speed humps or cushions that meet SFMTA's current design standards. The scope also includes installation of approximately four traffic calming devices to restore devices removed by paving and utility work, which will be funded by Prop B General Funds. Construction will be complete by June 2022.
38	SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	The SFMTA's Vision Zero Proactive Traffic Calming Program focuses safety improvements on streets where pedestrian injuries to seniors and people with disabilities are concentrated, and in priority areas where seniors and people with disabilities live and travel. The program implements measures designed to enhance safety by reducing instances of speeding vehicles along residential streets. The Visitacion Valley and Portola neighborhoods were selected for the Vision Zero Proactive Traffic Calming Program based on a planning effort led by the Department of Public Health (DPH) to address safety for seniors and people with disabilities, which are communities particularly vulnerable to severe and fatal traffic injury. This request funds the design and construction phases for speed humps, raised crosswalks, and other low-cost traffic calming measures in the two neighborhoods at locations identified through the DPH planning process. Commissioner Ronen is supportive of using \$150,000 in District 9 NTIP funds (included in this request) to expand the scope of the project in the Portola neighborhood. Construction will be complete by December 2022.



## Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38, 40	SFMTA	Lake Merced Quick Build [N'TIP Capital]	\$ 250,000	In coordination with the District 7 Supervisor's Office, the SFMTA will build on the Lake Merced Bikeway Feasibility Study and Lake Merced Pedestrian Safety Study to develop a quick-build project on Lake Merced Blvd. from Skyline Blvd. to John Muir Drive. This request is to fund the planning (i.e., public outreach) and the design phases of this project to position it for implementation in early 2022. Quick-build projects expedite delivery of pedestrian and bicycle safety projects with traffic control such as roadway and curb paint, signs, traffic signal timing updates and post- or parking-protected bikeways. Planning and design are anticipated to be complete by December 2021.
<b>TOTAL</b>			<b>\$1,200,000</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	<b>5-Year Prioritization Program (SYPP) amendment:</b> The recommended allocation is contingent upon amendment of the Traffic Calming SYPP. See attached SYPP amendment for details.  <b>Multi-phase allocation:</b> Recommendation is for a multi-phase allocation due to the concurrent schedules for the design and construction phases and the straightforward nature of the scope which involves standard traffic calming devices (e.g. speed humps).
38	SFMTA	Vision Zero Proactive Traffic Calming - Visitation Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	<b>SYPP amendment:</b> The recommended allocation is contingent upon amendment of the Traffic Calming SYPP. See attached SYPP amendment for details.  <b>Multi-phase allocation:</b> Recommendation is for a multi-phase allocation given the straightforward nature of the scope which involves standard traffic calming devices (e.g. speed humps).
38, 40	SFMTA	Lake Merced Quick Build [NTIP Capital]	\$ 250,000	<b>Multi-phase allocation:</b> Recommendation is for a multi-phase allocation due to the concurrent schedules for planning and design and the straightforward nature of the scope which involves standard quick-build devices (e.g. paint, safe hit posts).
<b>TOTAL</b>			<b>\$ 1,200,000</b>	

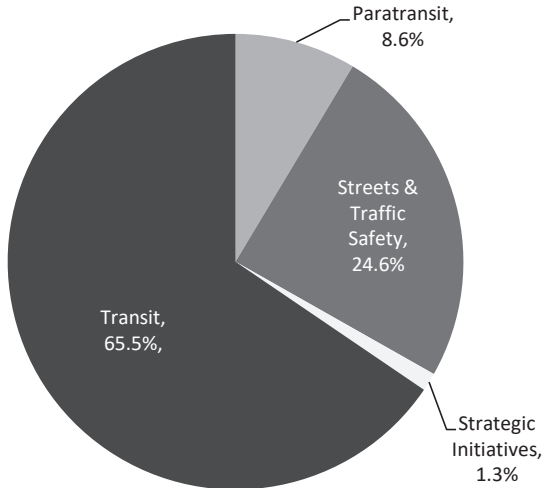
<sup>1</sup> See Attachment 1 for footnotes.

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

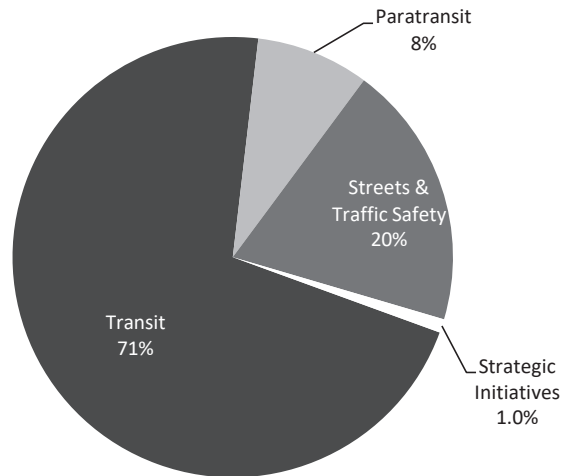
<b>PROP K SALES TAX</b>							
<b>FY2020/21</b>	<b>Total</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 76,169,735	\$ 19,887,802	\$ 29,075,623	\$ 20,429,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 1,200,000	\$ 24,106	\$ 690,894	\$ 485,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 77,369,735	\$ 19,911,908	\$ 29,766,517	\$ 20,914,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

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



**Prop K Investments To Date**



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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 8

**DATE:** March 19, 2021

**TO:** Transportation Authority Board

**FROM:** Cynthia Fong – Deputy Director for Finance and Administration

**SUBJECT:** 4/13/21 Board Meeting: Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million

#### **RECOMMENDATION** ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2020/21 budget to decrease revenues by \$16.8 million, decrease expenditures by \$18.6 million and decrease other financing sources by \$50.0 million for a total net decrease in fund balance of \$48.2 million

#### **SUMMARY**

Every year we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In September 2020, through Resolution 21-11, the Board adopted the FY 2020/21 Annual Budget and Work Program.

In light of the continued significant impacts of the COVID-19 pandemic, we are recommending revising projected sales tax revenues down by 13.2% from \$93.3 million to \$81.0 million.

Revenue and expenditure figures pertaining to several capital projects also need to be updated from the original estimates contained in the adopted FY 2020/21 Budget.

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

### BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since



the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

## **DISCUSSION**

The proposed budget amendment reflects a decrease of \$16.8 million in revenues, a decrease of \$18.6 million in expenditures, and a decrease of \$50.0 million in other financing sources for a total net decrease of \$48.2 million in fund balance. These revisions include carryover revenues and expenditures from the prior period. The effect of the amendment on the adopted FY 2020/21 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2. The detailed budget explanations by line item with variances over 5% are included in Attachment 4. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item to the May TIMMA Committee and TIMMA Board.

Revenue and expenditure revisions are related to the decrease in Sales Tax Revenues, Traffic Congestion Mitigation Tax (TNC Tax) Revenues, interest income, program revenues, and several capital project costs reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program (TFCA), and TIMMA Program. Major changes in revenue and expenditure line items (addressed in Attachment 4) include the following:

- **New Funding**
  - District 4 Mobility Improvements Study
  - Golden Gate Park Sustainable Travel Study
  - Potrero Yard Modernization
  - Yerba Buena Island (YBI) West-Side Bridges for Right-of-Way Phase
- **Decrease in Revenue Estimates**
  - Sales Tax
  - TNC Tax
  - Interest Income
  - Interstate 80/YBI Interchange Improvement Project - Southgate Road Realignment and Pier E2



- **Project Delays or Delayed Reimbursement Requests**

- Prop K San Francisco Municipal Transportation Agency's (SFMTA's) vehicle procurements for light rail vehicles
- Interstate 80/YBI Interchange Improvement Project - Southgate Road Realignment and Pier E2
- TIMMA Program
- TFCA Projects (various projects detailed in Attachment 4)
- TNC Tax SFMTA's Vision Zero Quick-Build Program

Additionally, administrative operating costs, debt service costs and other financing sources need to be updated from the original estimates contained in the adopted FY 2020/21 budget. Due to the reduction of anticipated sales tax revenues for the remainder of the fiscal year, we have conducted a full review of our operating costs and have taken the following steps to reduce expenditures:

- delaying the hiring of a vacant staff position, (but are continuing underway recruitments and filling essential positions);
- reduced administrative operating costs, travel and training, as well as non-essential purchases and contracting; and
- decreased debt service costs due to lower interest expenses related to the Revolving Credit Agreement.

We will continue to monitor revenue streams and coordinate closely with the City and County of San Francisco and sister agencies to assess short, medium, and long-term financial impacts stemming from the pandemic. While we expect our sales tax and other revenues to be significantly affected for the near-term, our current financial position ensures that we can continue to support sponsors' cash needs for a multitude of public works and transit projects across the city.

## **FINANCIAL IMPACT**

The proposed amendment to the FY 2020/21 budget would decrease revenues by \$16.8 million, decrease expenditures by \$18.6 million, and decrease other financing sources by \$50.0 million, for a total net decrease in fund balance of \$48.2 million, as described above.

## **CAC POSITION**

The CAC will consider this item at its March 24, 2021 meeting.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail
- Attachment 4 -Budget Amendment Explanations



Proposed Budget Amendment by Fund							
Vehicle							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Budget Amendment Fiscal Year 2020/21
Revenues:							
Sales Tax Revenues	\$ 81,028,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,028,216
Vehicle Registration Fee	-	-	-	5,035,345	-	-	5,035,345
Traffic Congestion Mitigation Tax	-	-	-	-	-	6,683,182	6,683,182
Interest Income	665,240	-	1,862	1,814	-	23,144	692,060
Program Revenues	-	29,840,148	859,117	-	2,233,421	-	32,932,686
Other Revenues	45,240	-	-	-	-	-	45,240
Total Revenues	81,738,696	29,840,148	860,979	5,037,159	2,233,421	6,706,326	126,416,729
Expenditures							
Capital Project Costs	137,752,438	32,278,803	878,256	4,834,049	1,660,300	200,000	177,603,846
Administrative Operating Costs	6,290,016	4,292,342	47,034	216,589	573,121	95,453	11,514,555
Debt Service Costs	21,868,117	-	-	-	-	-	21,868,117
Total Expenditures	165,910,571	36,571,145	925,290	5,050,638	2,233,421	295,453	210,986,518
Other Financing Sources (Uses):							50,000,000
Net change in Fund Balance	\$ (40,902,872)	\$ -	\$ (64,311)	\$ (13,479)	\$ -	\$ 6,410,873	\$ (34,569,789)
Budgetary Fund Balance, as of July 1	\$ 91,257,029	\$ -	\$ 1,067,515	\$ 15,503,808	\$ -	\$ (47,970)	\$ 107,780,382
Budgetary Fund Balance, as of June 30	\$ 50,354,157	\$ -	\$ 1,003,204	\$ 15,490,329	\$ -	\$ 6,362,903	\$ 73,210,593



**Attachment 2  
Proposed Fiscal Year 2020/21 Budget Amendment  
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2019/20 Actual	Fiscal Year 2020/21 Adopted Budget	Proposed Fiscal Year 2020/21 Budget Amendment	Variance from Fiscal Year 2020/21 Adopted Budget	% Variance
Sales Tax Revenues	\$ 99,268,709	\$ 93,349,705	\$ 81,028,216	\$ (12,321,489)	-13.2%
Vehicle Registration Fee	4,016,473	4,350,644	5,035,345	684,701	15.7%
Traffic Congestion Mitigation Tax	-	7,383,949	6,683,182	(700,767)	-9.5%
Interest Income	2,782,633	775,052	692,060	(82,992)	-10.7%
Program Revenues					
Federal	6,559,443	27,930,948	24,725,310	(3,205,638)	-11.5%
State	117,621	2,510,046	2,475,524	(34,522)	-1.4%
Regional and other	3,935,297	6,916,953	5,731,852	(1,185,101)	-17.1%
Other Revenues	43,631	45,299	45,240	(59)	-0.1%
<b>Total Revenues</b>	<b>116,723,807</b>	<b>143,262,596</b>	<b>126,416,729</b>	<b>(16,845,867)</b>	<b>-11.8%</b>
Capital Project Costs					
Administrative Operating Costs	92,514,661	195,972,411	177,603,846	(18,368,565)	-9.4%
Personnel expenditures	6,613,922	8,734,417	8,607,126	(127,291)	-1.5%
Non-Personnel expenditures	2,671,878	2,948,691	2,907,429	(41,262)	-1.4%
Debt Service Costs	21,772,994	21,952,217	21,868,117	(84,100)	-0.4%
<b>Total Expenditures</b>	<b>123,573,455</b>	<b>229,607,736</b>	<b>210,986,518</b>	<b>(18,621,218)</b>	<b>-8.1%</b>
<b>Other Financing Sources (Uses)</b>					
	-	100,000,000	50,000,000	(50,000,000)	-50.0%
<b>Net change in Fund Balance</b>	<b>\$ (6,849,648)</b>	<b>\$ 13,654,860</b>	<b>\$ (34,569,789)</b>	<b>\$ (48,224,649)</b>	<b>-353.2%</b>
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 114,630,030</b>	<b>\$ 107,780,382</b>	<b>\$ 107,780,382</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 107,780,382</b>	<b>\$ 121,435,242</b>	<b>\$ 73,210,593</b>		



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2020/21 Budget Amendment						
	Vehicle					Traffic Congestion Mitigation Tax Program							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program								
Revenues:	\$	81,028,216	\$	-	\$	-	\$	-	\$	81,028,216			
Sales Tax Revenues										\$	5,035,345		
Vehicle Registration Fee		-		-		5,035,345		-			6,683,182		
Traffic Congestion Mitigation Tax		-		-		-		-		6,683,182	23,144		
Interest Income		665,240		-	1,862	1,814		-			692,060		
Program Revenues													
Federal													
Advanced Transportation and Congestion Management Technologies Deployment		-		-		-		733,421			733,421		
Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement		-	20,906,322		-	-		-			20,906,322		
Highway Bridge Program - Yerba Buena Island Bridge Structures		-	2,225,134		-	-		-			2,225,134		
Presidio Trust - Vehicle Pricing and Fee Collection Feasibility Study		-	7,933		-	-		-			7,933		
Surface Transportation Program 3% Revenue and Augmentation		-	852,500		-	-		-			852,500		
State													
Planning, Programming & Monitoring SB45 Funds		-	260,000		-	-		-			260,000		
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project		-	2,160,104		-	-		-			2,160,104		
Seismic Retrofit Proposition 1B - Yerba Buena Island Bridge Structures			22,940		-	-		-			22,940		
Sustainable Communities - School Access Plan		-	32,480		-	-		-			32,480		
Regional and other													
BATA - I-80/Yerba Buena Island Interchange Improvement		-	1,932,187		-	-		-			1,932,187		
SF Office of Public Finance - Downtown Congestion Pricing Study		-	880,000		-	-		-			880,000		
SFPW - Octavia Improvements Study			141,485		-	-		-			141,485		
SFMTA - Lake Merced Pedestrian Safety		-	4,859		-	-		-			4,859		
SFMTA - School Access Plan			5,200		-	-		-			5,200		
SF Planning - Alemany Interchange Improvement Study		-	1,722		-	-		-			1,722		
SF Planning - Housing Element			34,715		-	-		-			34,715		
SFMTA - Travel Demand Modeling Assistance		-	75,000		-	-		-			75,000		
TIDA - Treasure Island Mobility Management Agency		-	-		-	-		1,500,000			1,500,000		
TIDA - Yerba Buena Island Interchange Improvement & Bridge Structures		-	265,350		-	-		-			265,350		
Vehicle Registration Fee Revenues (TFCA)		-	-		859,117	-		-			859,117		
Schmidt Family Foundation/The 11th Hour Project - TNC Research		-	32,217		-	-		-			32,217		
Other Revenues													
Sublease of Office Space		45,240		-		-		-			45,240		
	Total Revenues	\$	81,738,696	\$	29,840,148	\$	860,979	\$	5,037,159	\$	2,233,421		
											\$	6,706,326	
												\$	126,416,729



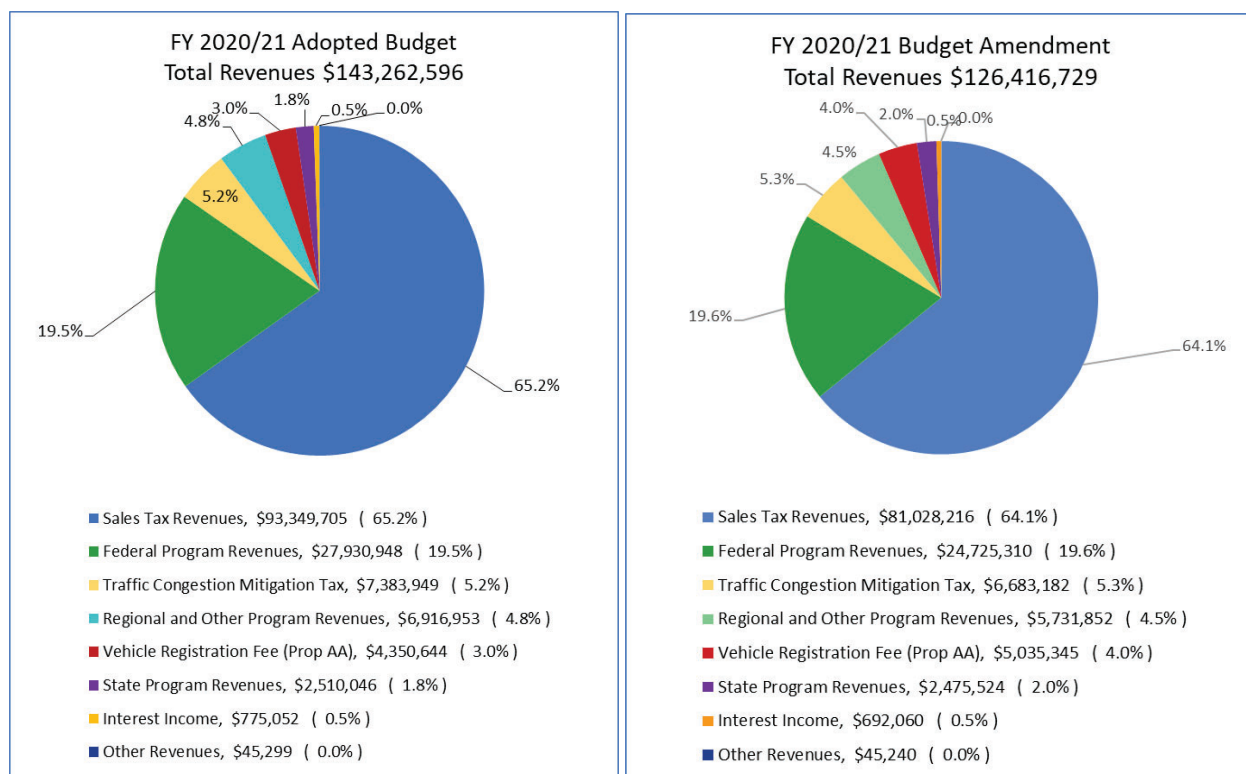
Proposed Budget Amendment by Fund									
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed		
							Fiscal Year 2020/21	Budget Amendment	
<b>Expenditures:</b>									
Capital Project Costs	\$ 135,000,000	\$ -	\$ 878,256	\$ 4,834,049	\$ -	\$ 200,000	\$ 140,912,305		
Individual Project Grants, Programs & Initiatives									
Technical Professional Services	2,752,438	32,278,803	-	-	1,660,300	-	36,691,541		
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,252,485	2,863,571	32,066	147,661	360,761	58,258	5,714,802		
Fringe Benefits	1,051,462	1,336,718	14,968	68,928	168,403	27,195	2,667,674		
Pay for Performance	224,650	-	-	-	-	-	224,650		
Non-personnel Expenditures									
Administrative Operations	2,656,919	92,053	-	-	37,757	10,000	2,796,729		
Equipment, Furniture & Fixtures	52,500	-	-	-	-	-	52,500		
Commissioner-Related Expenses	52,000	-	-	-	6,200	-	58,200		
Debt Service Costs									
Fiscal Charges	190,000	-	-	-	-	-	190,000		
Interest Expenses	8,368,117	-	-	-	-	-	8,368,117		
Bond Principal Payment	13,310,000	-	-	-	-	-	13,310,000		
<b>Total Expenditures</b>	\$ 165,910,571	\$ 36,571,145	\$ 925,290	\$ 5,050,638	\$ 2,233,421	\$ 295,453	\$ 210,986,518		
<b>Other Financing Sources (Uses):</b>									
Transfers in - Prop K Match to Grant Funding	-	6,730,997	-	-	-	-	6,730,997		
Transfers out - Prop K Match to Grant Funding	(6,730,997)	-	-	-	-	-	(6,730,997)		
Draw on Revolving Credit Agreement	50,000,000	-	-	-	-	-	50,000,000		
<b>Total Other Financing Sources (Uses)</b>	43,269,003	6,730,997	-	-	-	-	50,000,000		
<b>Net change in Fund Balance</b>	\$ (40,902,872)	\$ -	\$ (64,311)	\$ (13,479)	\$ -	\$ 6,410,873	\$ (34,569,789)		
Budgetary Fund Balance, as of July 1	\$ 91,257,029	\$ -	\$ 1,067,515	\$ 15,503,808	\$ -	\$ (47,970)	\$ 107,780,382		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 50,354,157</b>	<b>\$ -</b>	<b>\$ 1,003,204</b>	<b>\$ 15,490,329</b>	<b>\$ -</b>	<b>\$ 6,362,903</b>	<b>\$ 73,210,593</b>		

Fund Reserved for Program and Operating Contingency \$ 8,102,822 \$ - \$ 85,912 \$ 503,535 \$ - \$ 668,318 \$ 9,360,586

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

TOTAL REVENUES		
Adopted Budget	Proposed Budget Amendment	Variance
\$143,262,596	\$126,416,729	\$(16,845,867)

The following chart shows the comparative composition of revenues for the proposed amended and adopted Fiscal Year (FY) 2020/21 budget.



Sales Tax Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$93,349,705	\$81,028,216	\$(12,321,489)

Due to anticipated lower revenues based on the impact of COVID-19, we are revising our sales tax revenue projection to decrease by \$12.3 million, or 13.2%, in FY 2020/21 as compared to the adopted budget. The collection of the sales tax revenues through January 2021 remains consistently lower since the 3<sup>rd</sup> quarter of FY 2019/20, when the stay-at-home orders were fully in effect. Compared to other Bay Area counties (and statewide), San Francisco County has experienced the largest revenue impact from the stay-at-home orders. Because our sales tax revenues are highly reliant upon tourism and the

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

day-time population influx of commuters, both of which remain low, we are projecting a slower recovery from the pandemic than originally assumed in the adopted budget. With the increase in vaccination rates and decline in infection rates, hospitalization rates, and mortality rates, we expect to see sales tax revenues rebounding later in the fiscal year. This projection is aligned with the City Controller's Office's revised projection of its FY 2020/21 sales tax revenue. We will continue to closely monitor San Francisco's health orders and reopening plan and will continue to provide monthly updates of our sales tax revenue collections.

<b>Vehicle Registration Fee Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$4,350,644	\$5,035,345	\$684,701

The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

Total Vehicle Registration Fee revenues are projected to increase by \$684,701, or 15.7%, in FY 2020/21 as compared to the adopted budget due to FY 2019/20 revenues that were collected in FY 2020/21. This amendment reflects two additional months of revenues, covering February and April 2020, that were collected in October 2020.

<b>Traffic Congestion Mitigation Tax (TNC Tax) Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$7,383,949	\$6,683,182	\$(700,767)

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax, enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users' safety in the public right-of-way in support of the City's Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on continuous discussions and coordination with the City's Controller's Office and the SFMTA, we anticipate TNC Tax revenues to decrease by \$700,767, or 9.5%, in FY 2020/21 as compared to the adopted budget. This is mainly because revenues continue to be deeply affected by the stay-at-home orders. Also, no revenues were reported at the end of FY 2019/20 due to the timing of the distribution of the TNC Tax funds from the City which administers the collection of the funds. Therefore, this

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

amendment reflects additional revenues covering January through June 2020, that were collected in October 2020.

<b>Interest Income</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$775,052	\$692,060	\$(82,992)

Most of our investable assets are deposited in the City's Treasury Pool (Pool). The level of our deposits held in the Pool during the year depends on the Prop K capital project reimbursement requests. Our cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed.

Total Interest Income is projected to decrease by \$82,992, or 10.7%, for FY 2020/21, which is partially due to the decline in interest rates from 1.0% to 0.6% over the past seven months in the Pool. The decrease in interest income is also due to the decrease in TNC Tax revenues as compared to the adopted budget along with decreased interest rates, resulting in less interest earned on the deposits with the anticipated capital expenditures for project sponsors' projects and programs in FY 2020/21.

<b>Federal Program Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$27,930,948	\$24,725,310	\$(3,205,638)

Federal Program Revenues are expected to decrease by \$3.2 million, or 11.5%, as compared to the adopted budget. This is mainly due to a portion of the federal funding for the Southgate Road Realignment Improvements Project, Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Interchange Improvement Project (Southgate) will be deferred to FY 2021/22. Revenue estimates are also updated to reflect new or increased funding for projects. In July 2020, we received the California Department of Transportation's (Caltrans') authorization to proceed for the right-of-way phase of the YBI West-Side Bridges (YBI Bridges) project.

<b>Regional and Other Program Revenues</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$6,916,953	\$5,731,852	\$(1,185,101)

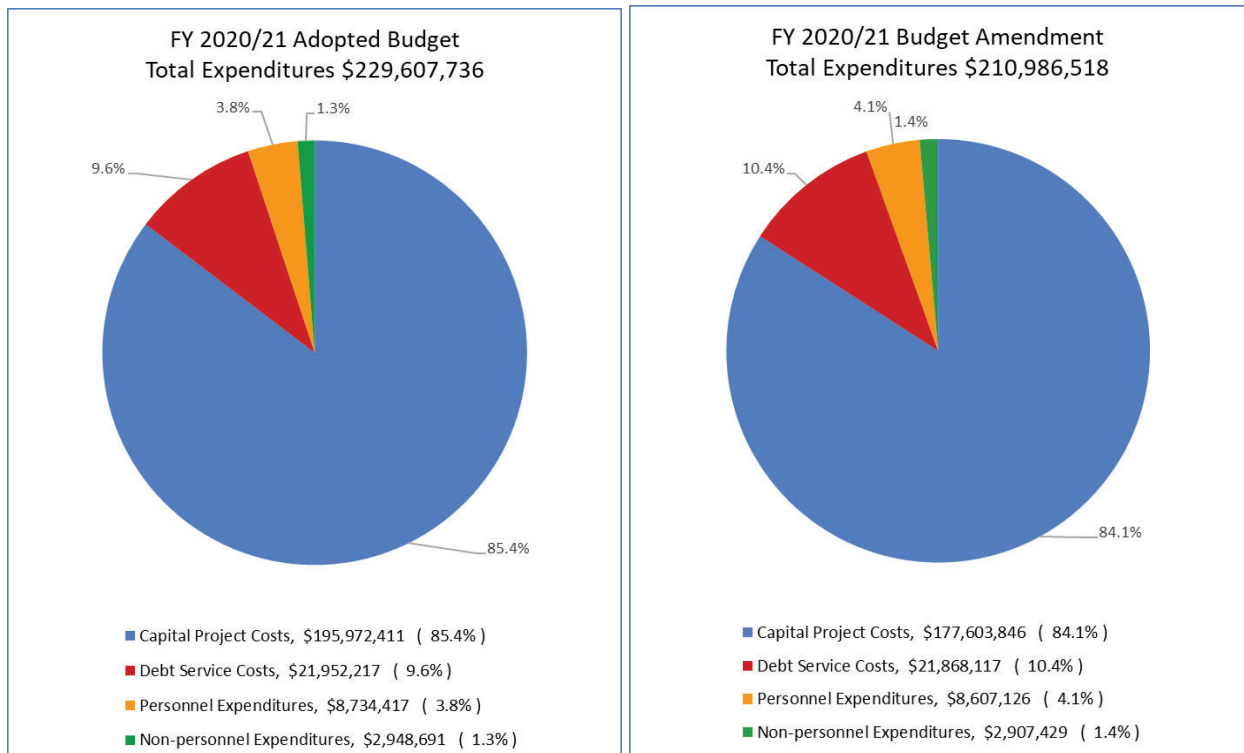
Regional and Other Program Revenues are expected to decrease by \$1.2 million, or 17.1%, as compared to the adopted budget. This is mainly due to delay in work related to the operations and maintenance services on the new YBI Landing and Public Pier (Pier E2) project as well as the Southgate

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

project. Due to the COVID-19 pandemic, Pier E2 has not been opened to the public. Therefore, there has been minimal maintenance work required at Pier E2 and may not be opened to the public until May or June 2021. Also, a majority of the budget for the Torpedo Building Rehabilitation work of the Southgate project in FY 2020/21 has been shifted to the next fiscal year due to a shift in schedule. The Treasure Island Development Authority previously expected to have the design and construction phases completed in FY 2020/21. However, a design consultant was not under contract until December 2020. The revised schedule shows design now to be completed in August 2021 with construction to be completed in Fall/Winter 2021.

TOTAL EXPENDITURES		
Adopted Budget	Proposed Budget Amendment	Variance
\$229,607,736	\$210,986,518	\$(18,621,218)

The following chart shows the comparative composition of expenditures for the proposed amended and adopted FY 2020/21 budget.





**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

<b>Capital Project Costs</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$195,972,411	\$177,603,846	\$(18,368,565)

Capital Project Costs in FY 2020/21 are budgeted to decrease from the adopted FY 2020/21 budget by \$18.4 million, or 9.4%, which is primarily due to anticipated lower capital costs from the Prop K program overall, most of which are awarded as grants to agencies like the SFMTA. Costs by Program Fund are detailed below.

<b>Capital Project Costs - Sales Tax Program</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$151,972,187	\$137,752,438	\$(14,219,749)

Capital Project Costs for the Sales Tax Program Revenues are expected to decrease by \$14.2 million, or 9.4%, as compared to the adopted budget. We developed the FY 2020/21 Prop K Capital Project Costs based on a review of the 2019 Prop K Strategic Plan, as amended, consultation with project sponsors, and evaluation of likely reimbursement needs based on project delivery schedules. In FY 2020/21, we also conducted extensive interagency outreach and coordination to understand how the COVID-19 pandemic has impacted project delivery and reimbursement schedules for Prop K Capital projects. Some of the main drivers of the Prop K Capital Projects costs and our sales tax revenue bond are the SFMTA vehicle procurements, which were completed (i.e. motor coach and trolley coaches) or underway (i.e. light rail vehicles or LRVs) prior to the pandemic. We worked with SFMTA to revise the reimbursement schedule for the LRV procurement to reflect the impacts of the COVID-19 pandemic on delivery of certain subsystems, which experienced delays due to business closures and travel restrictions. The manufacturer has made modifications to the production process and schedule to account for these challenges, and SFMTA is currently evaluating the impacts to the overall project schedule. This change in the reimbursement schedule accounts for the variance between the adopted and proposed amended FY 2020/21 Prop K Capital Project Costs budgeted.

Also, in February 2021, through Resolution 21-30, the Board approved a Prop K appropriation of \$150,000 of which \$61,108 is included in this proposed FY 2020/21 budget amendment, to fund the Potrero Yard Modernization project's planning and environmental phases for redeveloping the bus facility at 2500 Mariposa Street into a modern, efficient bus maintenance facility by 2026.

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

<b>Capital Project Costs - Congestion Management Agency (CMA) Programs</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$34,532,583	\$32,278,803	\$(2,253,780)

Capital Project Costs for CMA Programs in FY 2020/21 are budgeted to decrease by \$2.3 million, or 6.5%, as compared to the adopted budget. This decrease is mainly due to delayed start of construction activities related to the Southgate project, which started in June 2020 and had progressed slower than anticipated at the beginning, thus deferring \$2.8 million to FY 2021/22. The project is on schedule and construction is expected to be completed by June 2022. In addition, operations and maintenance services on Pier E2 totaling \$375,000 will be shifted to FY 2021/22 due to delay in work as explained above. Also, as mentioned above, Caltrans gave us authorization to proceed with the right-of-way phase of the YBI West-Side Bridges project starting July 2020, increasing capital project costs by \$200,000 in FY 2020/21.

Furthermore, we have initiated and increased Neighborhood Transportation Improvement Plan planning efforts during the year, including District 4 Mobility Improvements Study and Golden Gate Park Sustainable Travel Study. These planning efforts are funded by Prop K appropriations and will increase CMA Capital Project Costs by \$120,000.

<b>Capital Project Costs - TFCA Program</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$1,328,144	\$878,256	\$(449,888)

Capital Project Costs for the TFCA Program in FY 2020/21 are expected to decrease by \$449,888, or 33.9%, as compared to the adopted budget. For FY 2020/21, we have seen slower than anticipated expenditures primarily from six projects. SFMTA's invoicing has lagged substantially behind construction progress for the Short-Term Bike Parking project, and SFMTA has seen few applications for the Alternative Fuel Taxicab Incentive Program due to fewer taxi operators purchasing new vehicles this fiscal year. San Francisco Environment's Emergency Ride Home grant, which funds the Essential Worker Ride Home program, is expected to incur less cost than budgeted because the average cost per ride has been much less than expected. Grace Cathedral has not yet executed a construction contract with a vendor to move forward with constructing its DC fast charger project. EVgo's Mixed Use Building Fast Charging in San Francisco project faced permitting and construction delays due to the pandemic, but construction has moved forward and we expect the project to fully invoice the funds next fiscal year. Finally, BART's Early Bird Express project has been providing shuttle service. However, invoicing delays from service providers SFMTA and SamTrans have resulted in delayed invoicing by BART.

**Attachment 4**  
**Fiscal Year 2020/21 Budget Amendment Explanations**

<b>Capital Project Costs - TIMMA</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$1,928,648	\$1,660,300	\$(268,348)

Capital Project Costs for the TIMMA Program in FY 2020/21 are expected to decrease by \$268,348, or 13.9%, as compared to the adopted budget. This decrease is primarily due to the hold on the toll system design work scope which is not expected to proceed until the toll policies are adopted. Work scope includes issuance of the Request for Proposals for a System Integrator, launch system integration work, and completion of civil engineering design. These activities have not yet initiated due to ongoing analysis and outreach on toll policies but expect those to commence once toll policies are approved.

<b>Capital Project Costs - TNC Tax Program</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$1,376,800	\$200,000	\$(1,176,800)

Capital Project Costs for the TNC Tax Program in FY 2020/21 are expected to decrease by \$1.2 million, or 85.5%, as compared to the adopted budget. This decrease is due to slower to incur costs than anticipated at the time of allocation in October 2020 for SFMTA's Vision Zero Quick-Build Program. The project is on schedule and has been moving forward using SFMTA's Prop B General Fund. The project is still anticipated to be complete in June 2022, per the schedule in the allocation request.

<b>OTHER FINANCING SOURCES (USES) - DRAW ON REVOLVING CREDIT AGREEMENT</b>		
<b>Adopted Budget</b>	<b>Proposed Budget Amendment</b>	<b>Variance</b>
\$100,000,000	\$50,000,000	\$(50,000,000)

Due to the projected decrease in Sales Tax Revenues, we anticipate the need to drawdown from the Revolving Credit Agreement this fiscal year. The estimated level of sales tax capital expenditures for FY 2020/21 may trigger the need to drawdown up to \$50 million from the Revolving Credit Agreement which is \$50 million less than what we had anticipated during the adoption of the budget. This decrease is mainly due to a higher ending fund balance in FY 2019/20 with capital expenditures coming in lower than anticipated. We will continue to monitor capital spending closely during the remainder of the year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

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## Memorandum

### AGENDA ITEM 9

**DATE:** March 19, 2021

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 04/13/2021 Board Meeting: Approve the Schedule and Process for Development of a New Expenditure Plan for Reauthorization of the Local Sales Tax for Transportation and Establish an Expenditure Plan Advisory Committee Structure

#### RECOMMENDATION ☐ Information ☒ Action

- Approve the schedule and process for development of a New Expenditure Plan for the reauthorization of the local sales tax for transportation
- Establish an Expenditure Plan Advisory Committee Structure

#### SUMMARY

At the direction of the Board, we have been working on an effort to develop a New Expenditure Plan for Prop K, the half-cent transportation sales tax measure approved by voters in November 2003. In January 2021, we gave a presentation to the Board describing the reasons for seeking voter approval of a New Expenditure Plan and extension of the existing transportation sales tax in 2022 and outlining a proposed process and schedule for a potential June or November 2022 ballot measure. The Transportation Authority's authorizing statute requires that the anticipated schedule and process for development of a New Expenditure Plan be established through resolution. Further, the Prop K Expenditure Plan requires the Board to establish an Expenditure Plan Advisory Committee or EPAC to help develop the New Expenditure Plan. The proposed process and schedule targeting a June 2022 election are described in the memo below and shown in Attachment 1. Both can be adapted to a November 2022 schedule if that is the Board's desire. The proposed EPAC structure is shown in Attachment 2. Approval of the resolution does not commit the Board to placing a measure on the ballot.

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



## **BACKGROUND**

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed more than \$1.9 billion in half-cent sales tax funding citywide. On average, every dollar in half-cent sales tax funding leverages an additional \$4-\$7 from federal, state, or other sources.

The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (anticipated to be done in 2022), Muni Central Subway, and reconstructing Doyle Drive, now known as Presidio Parkway.

It also makes a big difference in people's lives through smaller projects like traffic calming, street repaving projects, paratransit service for seniors and persons with disabilities, protected bicycle lanes, new and upgraded signals, and, during the pandemic, taxi rides home for essential workers.

The Expenditure Plan identifies eligible agencies for each line item and establishes limits on sales tax funding by Expenditure Plan line item. It sets expectations for leveraging of sales tax funds with other federal, state, and local dollars to fully fund the Expenditure Plan programs and projects. It also provides guidance for administration of the overall sales tax program.

The Prop K Expenditure Plan requires that the Transportation Authority Board establish an EPAC to help develop a New Expenditure Plan.

**Reauthorization and a New Expenditure Plan.** Recapping the staff presentation given at the January 21 Board meeting, there are several reasons to bring a New Expenditure Plan to the voters now:

- All but one of the major capital projects in the Prop K Expenditure Plan are complete or under construction, and many of the fund programs are running out of funds in the next few years, such as transit enhancements and upgrades to major arterials.
- A New Expenditure Plan will allow us to replenish those ongoing programs, continuing project delivery and maintaining jobs. This is crucial to COVID recovery, in addition to addressing the ongoing needs of the city such as for upgraded traffic signals, street resurfacing, and transit infrastructure maintenance.
- There are new and emerging priorities that we can capture in a New Expenditure Plan, such as providing critical early funding for the next generation of major capital projects, COVID recovery-focused investments, upgrades to Muni's train control



system, and freeway management and redesign. The city is currently working on ConnectSF, a long-range transportation vision for the city, and the Transportation Authority is leading the update to the San Francisco Transportation Plan (SFTP 2050), which will identify new priorities for investment through 2050.

- The sales tax provides crucial matching funds to highly competitive state and federal fund sources. We expect to see a new federal stimulus and/or surface transportation authorization bill passed before the end of the year, and the sales tax can help position San Francisco to be as competitive for new funding as possible.

## DISCUSSION

**Approach to the New Expenditure Plan.** Our approach to this work starts with a strong focus on equity, which will include robust engagement particularly to residents with low-incomes and communities of color. We acknowledge that a sales tax has regressive aspects, but it is also a large, reliable, and flexible fund source. We can use the revenues to continue to advance equity through the projects and programs it funds and by adhering to a transparent and accountable process for its administration. To maintain our equity-focus, we are using the Government Alliance on Race & Equity's (GARE's) Racial Equity Toolkit to inform every step of our process.

Working with San Francisco project sponsors - including the SFMTA, other City agencies, regional transit operators serving San Francisco, Caltrans, etc., we are identifying the funding needs for all modes of travel and all operators as part of the SFTP 2050 process. Through SFTP 2050, we will be analyzing the benefits of different long-range investment packages to help San Francisco achieve its long-range vision for transportation. SFTP 2050 will include both a financially constrained investment package and a vision investment package that will show how much closer we can get to our long-range vision with additional revenues. These investment packets will inform the New Expenditure Plan as well as advocacy for new revenue sources.

We also plan to draw on our long experience with Prop K and to build on its successes, for example, by maintaining funding for ongoing programs that have been working well. In other areas, we plan to propose refinements, such as changes to the size of ongoing programs and/or expanding eligibility. Finally, the pandemic has significantly impacted travel and has hit hard some of the fund sources that the SFMTA, in particular, depends on. We may want to be able to address some of those short-term recovery needs while also planning for funding long-term transportation needs. We are doing all of this work while participating in funding conversations regionally, with our local partners, and at the state and federal levels as well, to ensure that we continue to use the sales tax to leverage other funding opportunities.

**Recommended Process and Schedule.** Our proposed schedule and process are shown in graphic form in Attachment 1. California Public Utilities Code (CPUC) Division 12.5, which governs the authorization of Bay Area local sales taxes for transportation including Prop K, requires that, as a prerequisite for bringing a new Expenditure Plan to the ballot the



Transportation Authority must first establish, by resolution, a schedule and process for the development of the proposed Expenditure Plan. The Board resolution will include a milestone schedule that will reflect other procedural requirements in the CPUC Division 12.5, such as the requirement that the draft Expenditure Plan be reviewed and approved by the Metropolitan Transportation Commission (MTC) within 45 days of receipt of the plan. The MTC must approve the plan unless certain findings are made such as the plan would result in a significant negative regional impact as a result of the proposed projects or the estimates of the proceeds from the sales tax are not reasonable. Following MTC approval, the Board of Supervisors, if it so chooses, would act to place the sales tax measure on the ballot.

Outreach: Outreach is a crucial component of this process and will support our focus on equity for this plan. We will be taking lessons learned from other projects at the Transportation Authority, such as our Downtown Congestion Pricing Study, to help ensure that we hear from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Our proposed outreach plan includes:

- Community Interviews: We will start by reaching out to organizations that serve low-income communities and communities of color across the city for one-on-one interviews. These interviews have two goals: to identify the needs of the communities they serve, and to identify how best to engage with those communities moving forward as we develop the New Expenditure Plan.
- Town Hall Meetings: We are planning to host several town hall-style meetings in order to listen to members of the community and allow community members to hear from each other as well. We anticipate hosting at least two English language meetings, and at least one each in Spanish and Chinese, and potentially other language as needed (potentially as identified through our community interviews).
- Joining Existing Meetings: We will offer presentations to stakeholder groups across the city in order to meet people where they are already meeting. Our goal here is to gather more specific feedback by neighborhood, by interest group, or by sector. We will reach out to groups who have expressed interest and with whom we have worked in the past and have a sign-up on our website where any group can request a presentation.
- Traditional, Social, and Multi-lingual Media: To reach as many people as possible, we engage with traditional print, radio and television media, online social media platforms, and through multi-lingual media to reach mono-lingual populations across the city.
- Expenditure Plan Advisory Committee (EPAC): Development of the Expenditure Plan for both of the prior sales tax ballot measures (Prop B and Prop K) was informed by an





EPAC. The section below describes the proposed composition of the EPAC. We anticipate that this group will meet regularly (about bi-monthly) from summer 2021 through the end of the calendar year before making a recommendation on a New Expenditure Plan to the Transportation Authority Board. Further below we describe the recommended EPAC structure.

Our ability to successfully develop and deliver the New Expenditure Plan, just like the current one, depends on working collaboratively with San Francisco project sponsors, including city agencies, regional transit operators serving the city such as BART and Caltrain, Caltrans, and funding partners such as the MTC. We have been and will continue to regularly agendaize reauthorization of the sales tax at our monthly Technical Working Group meetings. We have requested identification of point persons at each agency to assist with support of the EPAC, including coordination of agency presentations and responses to information requests. We also meet with project sponsor staff in smaller groups, as requested/needed and through our long-range planning efforts on ConnectSF and the SFTP 2050. Lastly, we have regular staff and management level meetings with the SFMTA, the largest recipient of Prop K sales tax funds, to coordinate on local, regional, state and federal funding strategy.

**Recommended (EPAC) Structure.** The EPAC provides an opportunity to engage stakeholders deeply in the development of a new Expenditure Plan. We anticipate bi-monthly meetings of the EPAC where Transportation Authority and San Francisco project sponsors staff will support the EPAC with the goal of reaching broad consensus on a New Expenditure Plan by the end of calendar year 2021. The proposed EPAC structure is shown in Attachment 2 and described in the bullets below. We acknowledge that some interests may overlap, and that individual community members may be able to represent multiple perspectives on the EPAC. We also recognize that many community-based organizations across the city are facing significant capacity constraints due to the COVID pandemic. With that in mind, we are recommending that the Board establish an EPAC with the following representation targets to get to a 20 to 25 member EPAC:

- Equity and Neighborhood Focus (target 50% of the EPAC)
  - We are proposing an equity and neighborhood focus for the committee, which will include targeting recruitment efforts in our communities of concern, low-income communities and communities of color
  - We will ensure district representation
  - We will invite 1-2 Citizens Advisory Committee members to participate, while also returning to the Citizens Advisory Committee for regular updates throughout the process
- Advocacy organizations (target 30% of the EPAC), which will include:
  - Multi-modal transportation interests
  - Stakeholders from equity-focused organizations
  - Perspectives of youth, seniors, and people with disabilities
- Business and civic interests (target 20% of the EPAC)
  - Include both small and large business representation



**Next Steps.** Following Board action, we will seek input from all of Board members and work with the Chair and Vice Chair to finalize an invitation list for the EPAC. We will continue to work with our partner agencies to assess San Francisco's transportation funding needs, and with the SFTP 2050 team and San Francisco project sponsors to bring investment recommendations to the EPAC when it begins meeting this summer. We also anticipate developing a long-range sales tax revenue forecast for the New Expenditure Plan in April. As noted above, we will return to the Board and CAC with regular updates throughout the process.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's proposed amended FY 2020/21 budget associated with the recommended action.

### **CAC POSITION**

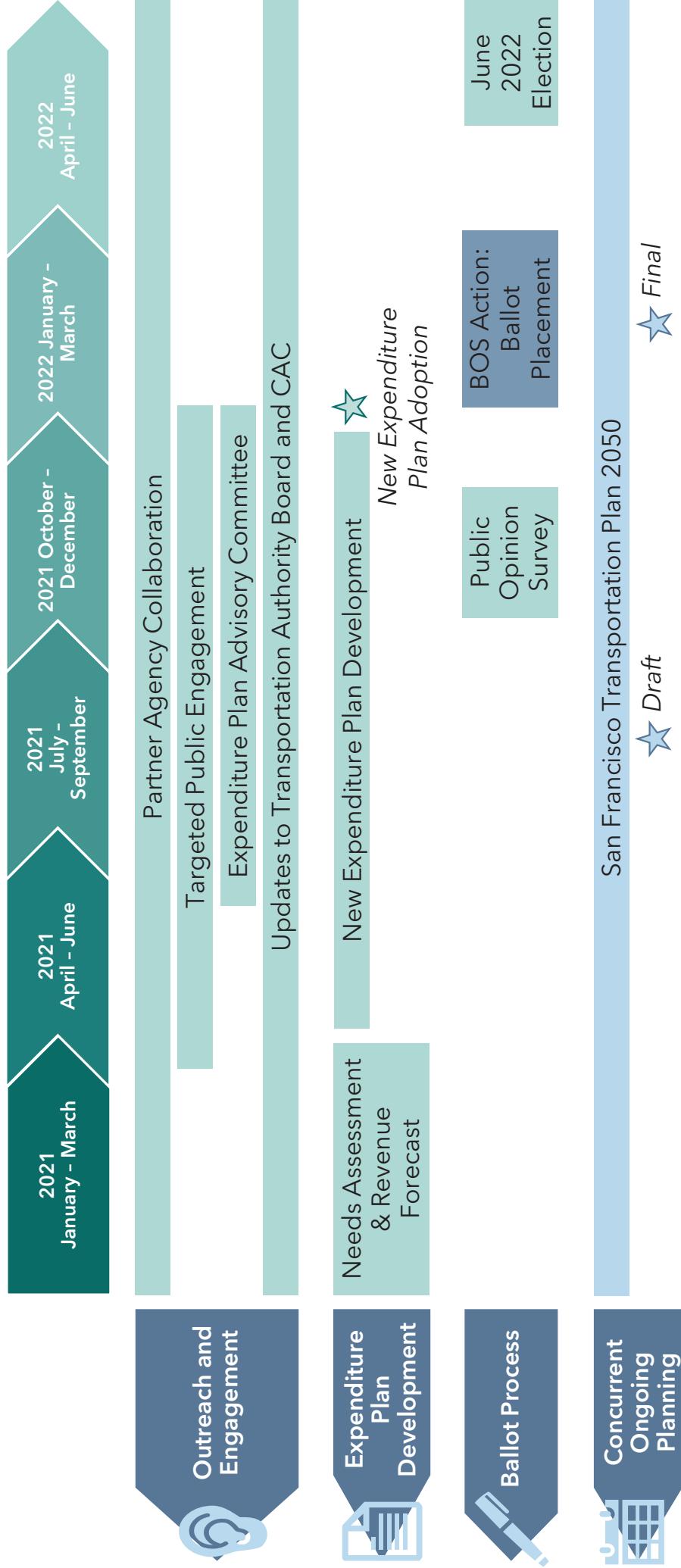
The Citizens Advisory Committee will consider this item at its March 24, 2021 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Prop K Expenditure Plan Summary Fact Sheet
- Attachment 2 - Reauthorization Process and Expenditure Plan Advisory Committee Approval Resolution



# Proposed Process and Schedule



## Attachment 2

Expenditure Plan Advisory Committee Structure<sup>1</sup>

Category	Affiliation / Representation	Target # of Members
Equity and Neighborhood Focus <sup>2</sup>	Communities of Concern / low-income communities / communities of color	9
	Other Neighborhoods / Communities	4
	<i>Subtotal</i>	<b>13</b>
Advocacy Organizations	Equity & Environment	2
	Modal: Bike	1
	Modal: Transit	1
	Modal: Walk	1
	Youth, Seniors and People with Disabilities	2
	<i>Subtotal</i>	<b>7</b>
Business/Civic Groups	Civic	1
	Labor	1
	Large & small businesses	2
	Tourism	1
	<i>Subtotal</i>	<b>5</b>
<b>TOTAL</b>		<b>25</b>

<sup>1</sup>Target of a 20-to-25-member committee. It is possible that some interest areas may overlap and members may be able to represent more than one interest area.

<sup>2</sup>Intent to include 1 to 2 Citizens Advisory Committee members.



## Memorandum

### AGENDA ITEM 10

**DATE:** March 19, 2021  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 04/09/21 Board Meeting: Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions

#### RECOMMENDATION ☐ Information ☒ Action

Amend the San Francisco Municipal Transportation Agency's (SFMTA's) Business Relocation Transportation Demand Management (TDM) Project, with Conditions

#### SUMMARY

In 2018 the Board allocated \$383,000 in Prop K funds to SFMTA for the Business Relocation TDM Project intended to encourage sustainable commute choices by employees of businesses that are opening in or relocating to new locations in San Francisco. As the COVID-19 pandemic has reduced the number of businesses opening in San Francisco and changed travel patterns for employees of existing businesses, SFMTA requests an amendment to the scope, schedule, and project name (removing "relocation" from the title) to shift the target population from businesses that are relocating between offices, to all office-based businesses that are expecting employees to return to on-site work, as permitted by public health orders. The amended scope will feature support for alternate schedules and staggered arrival times to reduce traffic at peak hours, and promotion of alternate modes to reduce the use of single-occupancy vehicles. Attachment 1 describes the proposed amended project, including the updated scope, schedule, and budget, along with the staff recommendations, including special conditions.

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



## **BACKGROUND**

The SFMTA's Business Relocation TDM project was originally intended to provide transportation planning services and materials to businesses to help their employees travel to work in their new location without driving alone, thus setting a more sustainable commute habit from the get-go, rather than trying to change habits after they have already been set. The original allocation approved by the Board included three separate phases of the project:

- Phase 1 Develop Employer Relocation Mode Shift Strategy (\$100,000)
- Phase 2 Implement Strategy and Evaluate Outcomes (\$150,000)
- Phase 3 Implement Refined Strategy and Evaluate Outcomes (\$133,000)

SFMTA has completed most of the Phase 1 tasks, which would be applicable to an amended project scope and include:

- Literature review
- Local outreach
- Development of initial resources
- Creation of website for hosting resources
- Drafting of outreach plan
- Compilation of business contacts for outreach at full project launch

## **DISCUSSION**

The SFMTA's proposed amended scope, schedule and budget (same total cost) for the renamed Business TDM project is described in detail in Attachment 1. The project would utilize similar outreach techniques and provide similar information to encourage employees to commute by sustainable modes rather than driving alone. To get the biggest impact, SFMTA would target office-based business that have 250-1,000 employees, but are still small enough that they likely would benefit from assistance. SFMTA would conduct additional outreach to minority owned businesses and would provide assistance to businesses outside the target size range in response to requests.

The Business TDM project would be delivered primarily through creation and promotion of a website and through outreach via email and direct calls to target businesses. The website will host or link to health information, such as San Francisco Department of Public Health guidance on what business activities and occupancy are currently allowed and all requirements associated with on-site work, as well as transportation information such as Muni service updates and health and safety procedures. In addition, the website will host downloadable resources intended for employers to distribute among employees. These materials will cover Muni health and safety procedures, rules and best practices for taking



Muni during the pandemic, and information on alternate modes such as walking, biking, using scooters, and accessing mobility share options.

The amended scope includes evaluation surveys, to be administered while the project is underway, that will guide continued development of resources and assess the impact of the project on return to work behaviors, including commute mode choice.

**Special Conditions.** Our recommendation is conditioned on SFMTA including Transportation Authority staff in forums and outreach events with engaged businesses to identify and assess opportunities for strategy improvement and overall value and impact of the project. Applicable events would be identified based on review of the project meeting calendar, which SFMTA would be required to provide to Transportation Authority staff on a regular basis (to be established). We are also conditioning reimbursement of Prop K funds on Transportation Authority approval of project surveys and the evaluation plan.

## **FINANCIAL IMPACT**

The recommended action would not allocate any additional funds beyond those funds previously allocated in May 2018. Sufficient funds are included in the Fiscal Year 2020/21 budget to accommodate the revised cash flow for the project shown in Attachment 1. Furthermore, sufficient funds will be included in the Fiscal Year 2021/22 budget to cover the cash flow distribution for the next fiscal year.

## **CAC POSITION**

The CAC will consider this item at its March 24, 2021 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Amendment Request and Staff Recommendations

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Business Transportation Demand Management (Amendment)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation Demand Mgmt
<b>Current Prop K Request:</b>	\$383,000
<b>Supervisory District(s):</b>	Citywide

### REQUEST

#### Brief Project Description

Develop, implement and operate a program focused on encouraging sustainable commute choices by employees of office-based businesses that are expecting employees to return to on-site work, as permitted by public health orders. The program will target mid-sized businesses and will provide transportation planning services and materials to businesses to help their employees develop sustainable commute habits from the get-go, as they return to work, rather than trying to change habits after they have already been set.

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

See attached.

#### Project Location

Citywide

#### Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$383,000



# Business Transportation Demand Management

*Scope Update in Response to COVID-19 Pandemic – 3/19/2021*

## Background

As described in the approved 2018 scope for the Business Relocation Transportation Demand Management project, the project team planned to develop, implement and operate a program focused on addressing the transportation needs of employees at businesses that as they opened in or relocated to new locations in San Francisco. The program would provide transportation planning services and materials to businesses to help their employees travel to work in their new location without driving alone, thus setting a more sustainable commute habit from the get-go, rather than trying to change habits after they have already been set.

Prior to March 2020, the strong regional economy and an increasing desire to work in dense urban settings was leading many existing companies to relocate or open a new location in San Francisco each year. This trend was predicted to increase: According to regional projections (Plan Bay Area) San Francisco was projected to add 260,000 new jobs between 2014 and 2040<sup>1</sup>. Bay Area traffic congestion grew 84 percent between 2010 and 2016<sup>2</sup> underscoring the need to support businesses their employees connect with sustainable commute options that would allow continued growth without unacceptable increases in traffic and associated pollution.

The advent of a global pandemic has upended these trends and predictions, and is expected to have long-lasting and as-of-yet unknown impacts on business decisions around office location and occupancy. The sudden increase in remote work resulted in precipitous drops in congestion on San Francisco and Bay Area streets, but reduced transit capacity and fears of virus transmission has led to observably higher rates of single occupancy vehicle (SOV) use and rebounding congestion that has reached as high as 90% pre-pandemic levels<sup>3</sup> even as overall travel remains depressed.

The business and commute environments have changed to such an extent that the original project focus of identifying and targeting businesses as they moved into San Francisco or moved office locations within San Francisco has become infeasible. For the foreseeable future, such moves are expected to be uncommon, and the volume of employees involved in such moves will not be large enough to warrant targeting. The need to equip businesses and their employers with a wide range of commute options, however, is more pressing than ever as San Francisco moves towards easing restrictions on office occupancy.

The intention of targeting businesses with a TDM intervention as they relocate is to capitalize on a window of opportunity when large numbers of commuters are selecting a new route to work and have not yet formed mode habits that are difficult to influence. A 2012 study found a close connection between mobility decisions and various major life events, such as a change in place of residence,

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<sup>1</sup> [https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/cap\\_draft\\_full\\_document-final1.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/cap_draft_full_document-final1.pdf)

<sup>2</sup> <http://www.govtech.com/fs/infrastructure/Trains-Buses-Part-of-Costly-California-Plan-to-Relieve-Bay-Area-Traffic.html>

<sup>3</sup> <https://abc7news.com/bay-bridge-traffic-i-80-coronavirus-increasing/7441538/>

education, or employment. After a job change, about a third of all people with partial car availability changed their mobility preference inside of a year — meaning they either bought a car or some type of transit pass<sup>4</sup>. The emergence of COVID and resulting health orders have reduced the number of businesses moving into or relocating office locations within San Francisco, while simultaneously creating a new form of "relocation" for the vast majority of San Francisco's office workers. Many employers have maintained the same office locations, but over the past year employees have experienced a move from the office to remote work locations which is expected to be followed by a substantial shift of employees returning to their offices when public health restrictions on office occupancy are eased.

After discussion with many SF business leaders and our SF economic development colleagues, it is the view of the project team that this new form of "relocation," from the office to remote work and then a return to their offices, creates an equally strong opportunity to influence commuter mode choice, in a context where steering commuters towards sustainable options is more important than ever. After months of working remotely, each returning employee will be selecting a route and mode(s) to their office, shaped by new motivations and constraints, opening a similar opportunity to influence mode choice as exists when a business relocates their office. In the absence of strong and intentional TDM intervention, fear of virus transmission and limited transit capacity will likely result in many of these returning commuters choosing to drive into the city in single-occupancy vehicles, creating congestion that could exceed pre-COVID levels even if the total number of workers entering San Francisco remains depressed.

## **Proposed Amended Scope**

For these reasons, the project team proposes amending the project scope to shift the target population from businesses as they relocate between offices, to all office-based businesses in advance of expected changes to public health orders which will allow an increasing number of employees to return to office settings. The intervention will feature support to transition remote work policies to align with reopening guidelines, alternate schedules and staggered arrival times to reduce traffic at peak hours, and promote alternate modes to reduce the use of single-occupancy vehicles.

The SFMTA and SF Environment will meet regularly with other City departments such as the Office of Economic and Workforce Development (OEWD), the Department of Public Health (DPH), and the Mayor's Office to ensure continued project alignment with citywide goals and priorities around re-opening. The project team will also leverage partnerships with OEWD and the Office of Small Business to connect with employers and employer groups in advance of office-reopening. Meetings will be sought with stakeholder groups such as the CDMA, local TMAs, the SF Chamber of Commerce, and the Bay Area Council.

## **Local Outreach Findings (from Phase 1 Work to Date)**

Throughout the past year, the project team has kept in regular contact with the business community, other City departments, and regional organizations to keep pace with evolving employer challenges, priorities, and needs. This has included regular communication and meetings with associations such as the Bay Area Council, the Business Council on Climate Change (BC3) and the San Francisco Spare the Air (STA) team, local transportation management associations TMA SF Connects and Mission Bay TMA, and

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<sup>4</sup> <https://link.springer.com/article/10.1007%2Fs11116-012-9404-y>

city and regional government partners such as OEWD, the MTC TDM Working Group, the SF Environment Green Business Program and individual owners and leaders of businesses of all sizes. This has given the team steady access and insights into the thinking and planning of medium to large local employers in San Francisco and the broader Bay Area, which has directly informed the development of a new project design plan that addresses current and upcoming business needs and form the basis for continuing business-focused TDM work moving forward.

Select city priorities influencing project design:

- Alignment and support for compliance for all public health ordinances
- Preservation of limited transit capacity for essential workers and transit dependent
- Restoration of faith and confidence in transit as a safe transportation option once capacity is available to accommodate more customers
- Promotion of economic well-being of San Francisco businesses, including the safe return of restaurant and retail customer base when deemed appropriate by the Department of Public Health and the Mayor's Office

Insights from businesses and business associations on challenges and needs:

- Highest priority remains maintaining business viability, often eclipsing proactive planning for other priorities
- Many office-based businesses continuing to apply a “wait-and-see” approach to changing public health guidelines rather than thoroughly planning for a return to office occupancy
- Businesses are aware and concerned about potential increase in SOV for commute, but few described plans to support employees in choosing non-SOV commute options
- Creating return-to-work plans for multiple re-opening scenarios such as different building capacity allowances, business activity curfews, or uncertain dates of changes in what is allowed is difficult and time intensive, and many small to medium businesses lack the capacity to do this without support
- Small businesses were seen as more likely that medium or large businesses to eschew robust return-to-work planning even with support
- Some businesses anticipate the challenge of planning for a partial return to office work will exceed the benefits, and may wait to return until capacity limits are raised higher than the 25% currently expected
- Misperceptions and uncertainty around current safety of transit use are widespread, with many overestimating the risk and surprised to learn COVID transmission from transit exposures have been rare, with no confirmed transmissions attributed to Muni
- Some employers are concerned that employees taking transit to the office will increase risk of workplace COVID transmission, with a small number reported to be considering or having already drafted policies discouraging use of transit on commute
- Information on safety of Muni and other transit options is very well received and appreciated
- Many businesses and groups running shuttles have resumed some level of service, all with mask requirements and capacity limits similar to public transit agencies and some with new reservation systems to ensure proper distancing. Comfort is growing that this is a safe option.
- More support from the City is needed and will be welcomed

Based on these findings, the project team identified a risk that lack of thorough return-to-work planning by businesses could lead to large numbers of employees being asked to return to their offices without

updated information and support for choosing non-personal vehicle commute modes, resulting in a rapid and uncontrolled increase in regional congestion and unacceptable travel delays throughout the city and disruption of reliable transit operation. Alternatively, businesses that feel unprepared to bring their employees back safely may opt not to bring them back at all, leading to lower impacts on congestion but an untenable economic landscape for businesses reliant on commuters as a customer base. This points to a need, anticipated to be strongest among small to mid-sized employers, for support in planning return-to-work scenarios prior to the easing of restrictions on office occupancy when San Francisco enters the Orange tier for COVID risk.

### **Proposed Intervention**

To meet the identified need, the project team proposes providing a set of resources for businesses to use while making their return-to-work plans, and proactively reaching out to businesses believed most likely to need such resources based on number of employees and industry segment. Input and feedback on what support is most valuable will be continually sought as the team engages in outreach to connect businesses with the offered resources, and additional resources and guidance will be developed and added to a growing toolkit available online.

An introductory set of resources has been prepared, and initial feedback is currently being sought from the business community on these resources, site usability, and outreach techniques in preparation for launch of the online tool and targeted outreach in mid-March.

### **Prioritized businesses:**

To maximize project impact with the available budget, proactive outreach will target medium-sized, office-based businesses with between 250 and 1000 employees working within San Francisco city boundaries before implementation of COVID-related public health ordinances. Businesses located in all San Francisco districts will be considered for prioritization. Minority-owned businesses will be prioritized in direct outreach to the extent that information to identify them for prioritization can be obtained.

Office-based businesses have been required to keep all employees working remotely since the first shelter-in-place order for San Francisco was issued in March 2020, and their decisions will shape how many of these employees return to on-site work choices as public health restrictions on office occupancy are relaxed and what guidance they receive on commute. Through local outreach, small to medium sized employers were identified as more likely to need support through the transition from remote to on-site work than larger businesses which have greater capacity to independently craft return-to-work plans. Targeting the largest businesses identified as needing the intervention maximizes potential project impact, as outreach calls to each business take the same amount of project team time and resources regardless of business size.

Businesses not prioritized for proactive outreach either due to size or industry will have full access to project resources via a publicly accessible website. In order to ensure that all businesses know of the resources and have opportunities to participate in the program, the project team will work with business associations and neighborhood commercial districts to distribute information on the resources and how to contact the project team. The project team will respond to all requests for support from businesses without regard for whether they are in a prioritized category.

### Resources included in the toolkit:

Project resources are under development and will be regularly updated and added to through project implementation. Current resources in the toolkit include:

- consolidated information on office occupancy allowances and restrictions
- links to most recent Public Health Ordinance
- links to DPH pages providing detailed guidance on what business activities and occupancy is currently allowed and all requirements associated with on-site work
- updates on Muni health and safety procedures
- updates on Muni service and capacity
- downloadable information on Muni health and safety procedures for employers to email to employees
- downloadable information on rules and best practices for taking Muni during the pandemic for employers to email to employees
- information on alternate modes available to commuters such as walking, biking, and using scooters, including information on accessing mobilityshare options
- downloadable information on alternate modes, for employers to email to employees
- downloadable sample telecommute policy
- downloadable sample telecommute agreement form
- downloadable sample telecommute survey
- link to standard business services offered by SFMTA, including how to request curb changes and purchase bulk transit passes

### Initial response from businesses and business associations on proposed resource:

- Well received and seen as a potentially valuable tool
- Proposed topics for support (summary of allowed business activities, Muni safety and service updates, remote work and alternate schedule policy support, and alternative mode resources) are what businesses need as they plan for return-to-work
- Businesses with well-developed return-to-work plans will not need the resource, but some are interested in supporting the project through sharing feedback and resources
- Additional structure to guide businesses through planning steps will add value
- Building owners and property managers are primarily concerned with an expected increase in parking demand, and will welcome resources to divert commuters to non-driving modes

## Project Milestones and Timeline

*Phase 1: Develop Employer Relocation Mode Shift Strategy – present through March 2021 - \$100,000*

- Initial project research and pilot plan development: completed
  - Literature review
  - Local outreach
  - Development of initial resources
  - Creation of website for hosting resources
  - Drafting of outreach plan
  - Compilation of business contacts for outreach at full project launch
- Soft launch of website for beta-testing: February 2021 through March 2021

- Website published as test pages, allowing access but not appearing in searches or linked from full SFMTA site
- Identifying and contacting small number of business representatives to solicit feedback on usability of online toolkit, value of current resources, and additional resources to be developed and added
- Modification of website based on initial business feedback

*Phase 2: Implement Strategy and Evaluate Outcomes, April 2021 through October 2021 - \$150,000*

- Full launch of project website and outreach plan: April 2021
  - Blog post on SFMTA site announcing launch of project and availability of resources
  - Website published, with links from full SFMTA site allowing businesses to discover site and navigate to it independently
  - Extended project team begins outreach via email and direct calls to target businesses
- Continued project implementation and development: May 2021 through October 2021
  - Outreach continues, expanding number of companies directly offered resources and engaged to give feedback on additional resource needs
  - Evaluation surveys employed throughout implementation period to guide continued development and assess impact
  - Follow-up with previously contacted businesses initiated to connect them with newly developed resources and build foundation for continued relationship around commute planning and support
- Focused follow-up with engaged businesses to identify and assess opportunities for strategy improvement: September 2021
- Design and preparation of refined strategy: October 2021

*Phase 3: Implement Refined Strategy and Evaluate Outcomes, November 2021 through July 2022 - \$133,000*

- Implement updated website, resources, and outreach plan: November 2021
- Ongoing outreach and implementation with continuous development of website and resources: November 2021 through July 2022
- Evaluation surveys employed throughout implementation period to guide continued development and assess impact: November 2021 through July 2022
- Focused follow-up with engaged businesses to identify and assess value of resource offering and impact: June 2022
- Preparation of final evaluation and reporting: July 2022

## Anticipated Outcomes

This project will increase the number of San Francisco businesses with comprehensive return-to-work plans in advance of public health restrictions on office-occupancy being eased. Businesses will be prepared to make thoughtful decisions on who will return to office settings, and offer the appropriate information and support for employees to return to their commutes without a perceived lack of safe options resulting in a disproportionate amount of commuters defaulting to use of personal vehicles. The SFMTA will maintain contact with businesses, continuing to provide guidance and support for return-to-work and commute planning. The relationships and contacts built through this project will form the

basis of an ongoing employer-based TDM program, long envisioned and desired by the commissions of the SFMTA, SFCTA, SF Environment, and SF Planning Department in the jointly adopted San Francisco Transportation Demand Management (TDM) Plan 2016-2020.

#### **Metrics and Project Evaluation:**

Throughout implementation, businesses will be directly contacted both to connect them with project resources and to solicit input on additional resource needs and feedback on project impact. This information will be compiled and included in Phase 2 pilot evaluation, and shape the refined strategy recommended for Phase 3.

In addition to this feedback, metrics that will be tracked include:

- Businesses reached through outreach
- Businesses who reach out to SFMTA for support
- Number of businesses reached that have return-to-work plans
- Website impressions, unique visits
- Contact list additions (opt-in)
- Survey Data, including commute mode choice

Survey questions may include:

- Initial
  - What does your company have in place? (list)
  - How comfortable do you feel bringing employees back to on-site work?
  - How many employees would you plan to bring back if 25% occupancy is allowed? 50%? 75%?
  - Which transportation modes did employees use to travel to work before the pandemic?
  - How do you anticipate transportation mode choice changing due to the pandemic?
- Follow-up
  - What does your company have in place now? (list)
  - Did you make use of any resources offered by SFMTA?
    - Which resources?
  - How comfortable do you feel bringing employees back to on-site work?
  - How did resources offered by SFMTA affect comfort and confidence with bringing employees back to on-site work?
  - How many employees did you bring back when 25% occupancy was allowed? 50%? 75%?
  - How did resources offered by SFMTA affect the % of employees brought back?
  - How did resources offered by SFMTA affect transportation mode choice among employees



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Business Transportation Demand Management (Amendment)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2018		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2022

### SCHEDULE DETAILS

see scope document.



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Business Transportation Demand Management (Amendment)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$0	\$0	\$383,000	\$383,000
<b>Phases in Current Request Total:</b>	\$0	\$0	\$383,000	\$383,000

### COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	
Environmental Studies (PA&ED)	\$0	
Right of Way	\$0	
Design Engineering (PS&E)	\$0	
Construction (CON)	\$383,000	previous allocation request
Operations (OP)	\$0	
<b>Total:</b>	\$383,000	

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

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

**MAJOR LINE ITEM BUDGET**

**Business TDM Program Costs**

<b>Agency: SFMTA</b>	<b>Overhead Rate: 0.803</b>			
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>FY21 Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
Manager VI / 9174	45	\$ 266.19	0.02	\$ 11,015
Transit Planner IV / 5290	120	\$ 241.01	0.06	\$ 26,035
Transportation Planner II / 5288	385	\$ 176.55	0.19	\$ 62,149
Planner I / 5277	430	\$ 148.13	0.21	\$ 59,868
<b>SFMTA Subtotal</b>	<b>980</b>		<b>0.47</b>	<b>\$ 159,066</b>

<b>Agency: SFE</b>	<b>Overhead Rate: 2.42</b>			
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>FY21 Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
Project Supervision	27	\$ 184.57	0.01	\$ 5,127
Project Oversight	120	\$ 166.31	0.06	\$ 17,591
Project Staff 1	350	\$ 152.19	0.17	\$ 47,666
Project Staff 2	325	\$ 107.09	0.16	\$ 27,870
Outreach Support	250	\$ 103.51	0.12	\$ 26,110
<b>SFE Subtotal</b>	<b>1,072</b>		<b>0.40</b>	<b>\$ 124,365</b>

<b>CONTRACT - Consultant support</b>				
<b>Position (Title and Classification)</b>	<b>Hours</b>	<b>Hourly Fully Burdened</b>	<b>FTE</b>	<b>Cost</b>
Marketing and outreach consultant	340	\$ 250.00	0.16	\$ 85,000

<b>Construction Phase Hard Costs (by scope item)</b>			
<b>Item</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Cost</b>
Outreach Materials	1	\$ 5,000	\$ 5,000
Mailing costs	1	\$ 4,569	\$ 4,569
Survey costs (mailers, mailing, etc)	1	\$ 5,000	\$ 5,000
Sub-total			\$ 14,569
Construction Contingency (none)			-
<b>Construction Hard Costs Total</b>			<b>\$ 14,569</b>

<b>TOTAL</b>	<b>\$ 383,000</b>
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Budget												
Employer Outreach												
Task	SFE Project Supervision			SFE - Project Oversight			SFE - Project Staff 1			SFE - Project Staff 2		
	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost	Fully Burdened Cost
Business Outreach												
1. Develop Employer Relocation Mode Shift Strategy												
1.1 Literature Review	\$ 949	\$ 3,344	\$ 2,880	\$ -								
1.2 Outreach and Local Research	\$ 949	\$ 3,344	\$ 8,639	\$ 4,054								
1.3 Strategy Implementation and Evaluation Plan	\$ 1,328	\$ 3,344	\$ 6,911	\$ 3,243								
2. Implement Strategy and Evaluate Outcomes												
2.1 Implement Strategy	\$ -	\$ 1,663	\$ 9,131	\$ 6,425	\$ 18,114	\$ 1,331	\$ 2,410	\$ 13,241	\$ 11,110	\$ 39,569		
2.2 Evaluate Strategy	\$ -	\$ 1,663	\$ 4,566	\$ 3,213	\$ -	\$ 1,331	\$ 2,410	\$ 5,296	\$ 4,444			
2.3 Revise Strategy Implementation Plan	\$ -	\$ 1,663	\$ 4,566	\$ 3,213	\$ -	\$ 1,331	\$ 2,410	\$ 5,296	\$ 4,444			
3. Implement Refined Strategy and Evaluate Outcomes												
3.1 Implement Revised Strategy	\$ -	\$ 1,713	\$ 8,622	\$ 6,067	\$ 7,996	\$ 1,371	\$ 3,724	\$ 10,001	\$ 15,258	\$ 60,000		
3.2 Evaluate Revised Strategy	\$ 1,901	\$ 856	\$ 2,351	\$ 1,655	\$ -	\$ 1,371	\$ 2,482	\$ 2,728	\$ 6,103			
Subtotals	5,127	17,591	47,666	27,870	26,110	11,015	26,035	62,149	59,868	100,000		

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Business Transportation Demand Management (Amendment)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$383,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$383,000	Total Prop AA Recommended:	\$0

SGA Project Number:	143-907057	Name:	Business Relocation Transportation Demand Management - Phase 1 (Amendment)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2021
Phase:	Construction	Fundshare:	100.0

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$100,000	\$0	\$0	\$0	\$0	\$100,000

#### Deliverables

1. Upon completion of Phase 1 (anticipated April 2021), provide: 1) memo documenting findings of literature review and relevant research, and inventory of attributes and outcomes of these efforts; 2) memo summarizing outreach and local research including documentation of opportunities, constraints, and best practices including those of local Transportation Management Agencies; and 3) implementation and evaluation plan for all subsequent work.

SGA Project Number:	143-907058	Name:	Business Transportation Demand Management - Phase 2 (Amendment)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2022
Phase:	Construction	Fundshare:	100.0

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$75,000	\$75,000	\$0	\$0	\$0	\$150,000

#### Deliverables

1. Upon completion of Phase 2 (anticipated October 2021), SFMTA shall provide a summary of outreach activities and findings; a memo summarizing evaluation conducted during Phase 2; and a memo describing the revised project implementation plan and evaluation strategy.

**Special Conditions**

1. SFMTA will include Transportation Authority staff in forums and outreach events with engaged businesses to identify and assess opportunities for strategy improvement and overall value and impact of the project. Applicable events will be identified based on review of project meeting calendar, which SFMTA shall provide.

2. Reimbursement is conditioned on Transportation Authority approval of project survey and evaluation plan.

SGA Project Number:	143-907059	Name:	Business Transportation Demand Management - Phase 3 (Amendment)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
Phase:	Construction	Fundshare:	100.0

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$0	\$100,000	\$33,000	\$0	\$0	\$133,000

**Deliverables**

1. Upon completion of project and evaluation (anticipated July 2022), provide draft of final report for Transportation Authority review and comment. Upon completion, provide copy of final report.

**Special Conditions**

1. SFMTA will include Transportation Authority staff in forums and outreach events with engaged businesses to identify and assess opportunities for strategy improvement and overall value and impact of the project. Applicable events will be identified based on review of project meeting calendar, which SFMTA shall provide.

2. Reimbursement is conditioned on Transportation Authority approval of project survey and evaluation plan.

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

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Business Transportation Demand Management (Amendment)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$383,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Crysta Highfield	
<b>Title:</b>	Transportation Planner II	
<b>Phone:</b>	(415) 646-2454	
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**SFMTA**

# SFMTA Transportation Recovery Plan

Julie Kirschbaum, Director of Transit  
Tom Maguire, Director of Streets  
SFCTA CAC  
March 24, 2021



# Transportation Recovery Plan









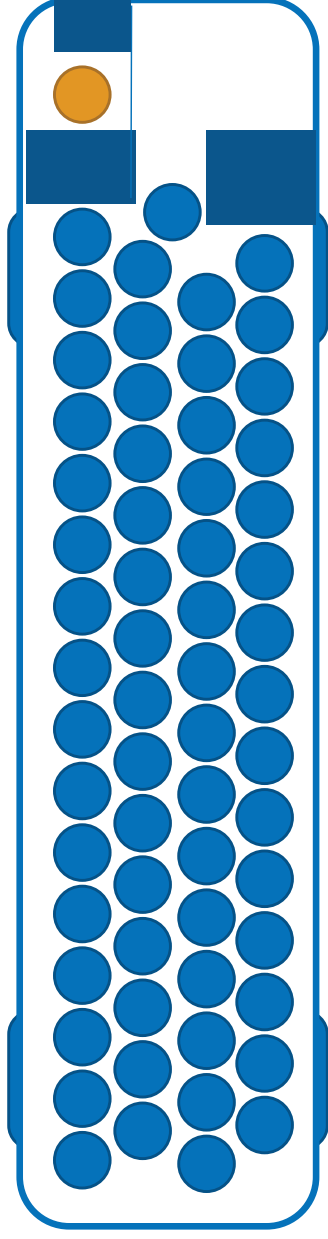


## Service Restoration

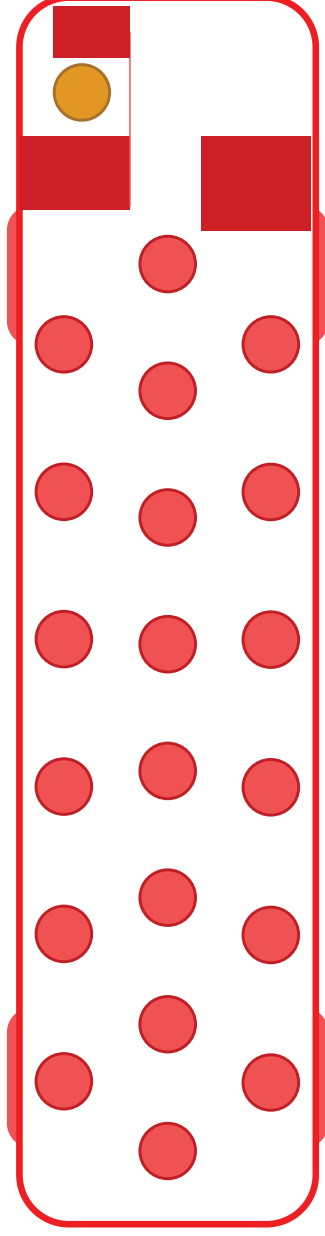
# Primary Transit Constraints

- Safety during COVID
- State of good repair
- Revenue/finances
- Hiring and training

# Capacity has been cut by 70%



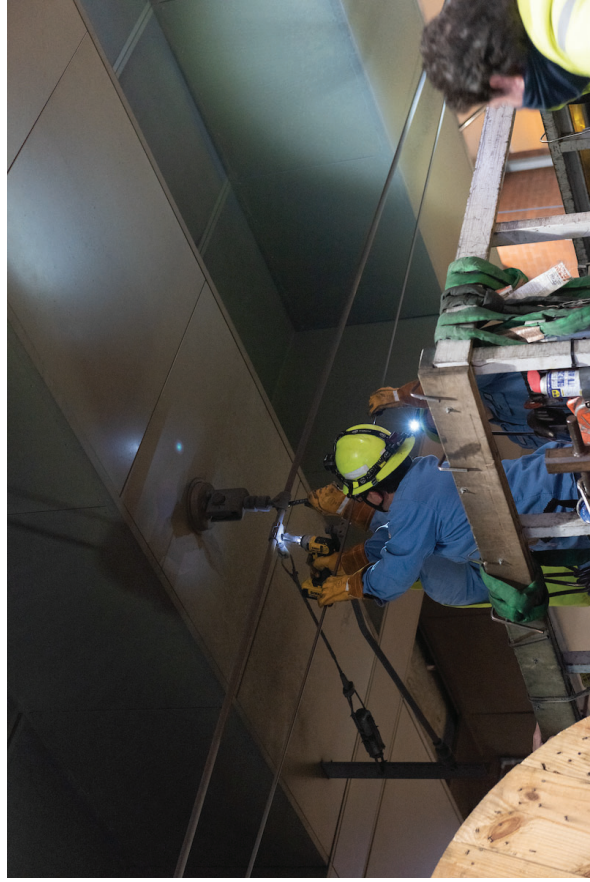
Before  
COVID crisis



Today

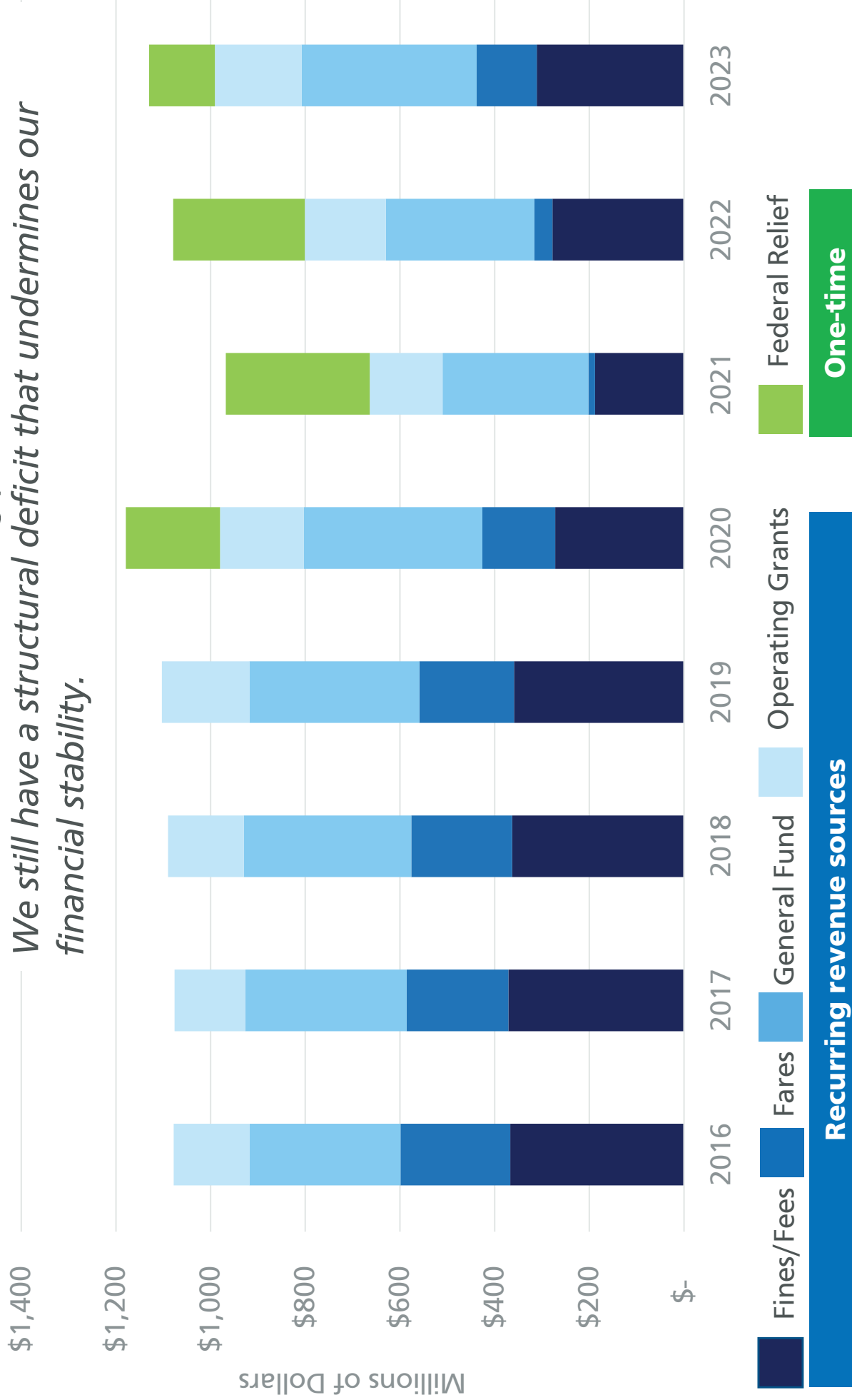


# State of Good Repair Work



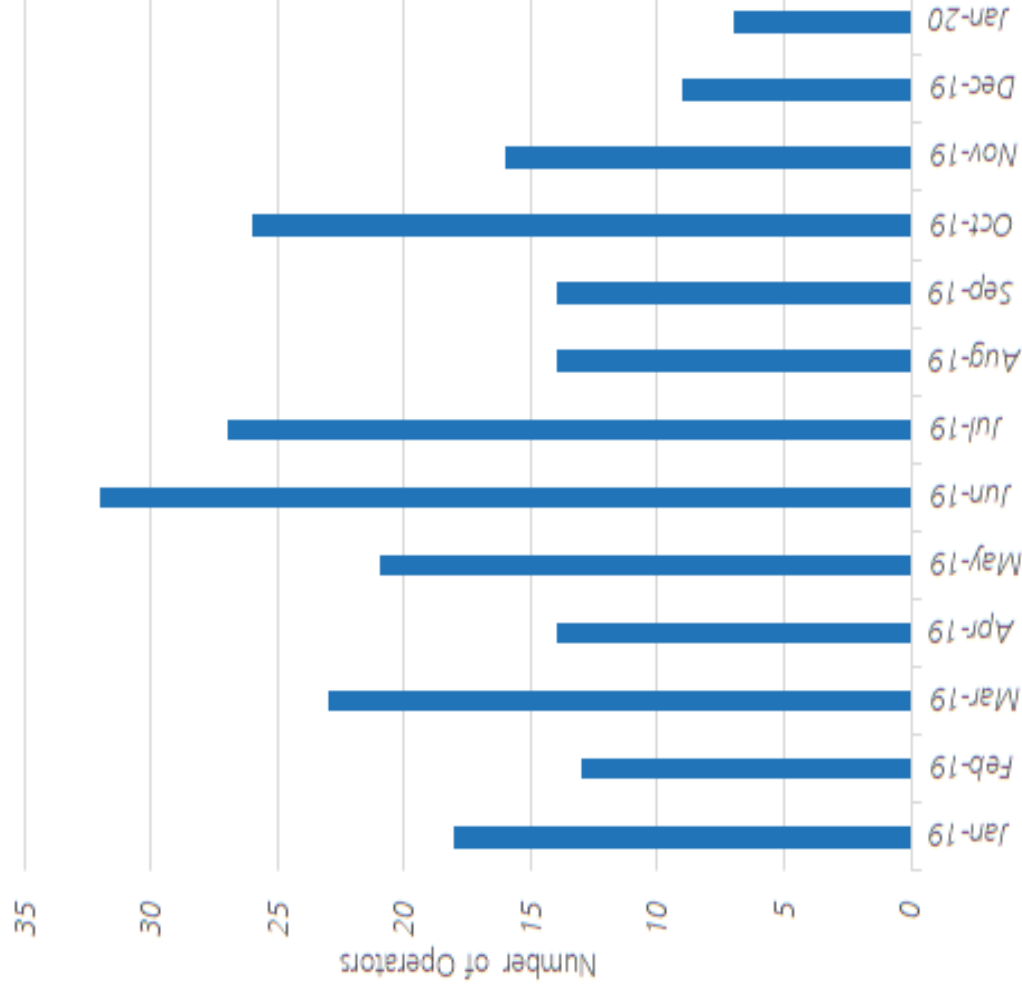
# Revenue

Federal funds are offsetting pandemic-induced shortfalls.  
We still have a structural deficit that undermines our financial stability.



# Hiring

## Operator Attrition since 2019



*Operators are one of many job classifications that will need to restart hiring. Approximately 100 Operators have been promoted, retired or been released since Operator training stopped in early 2020*

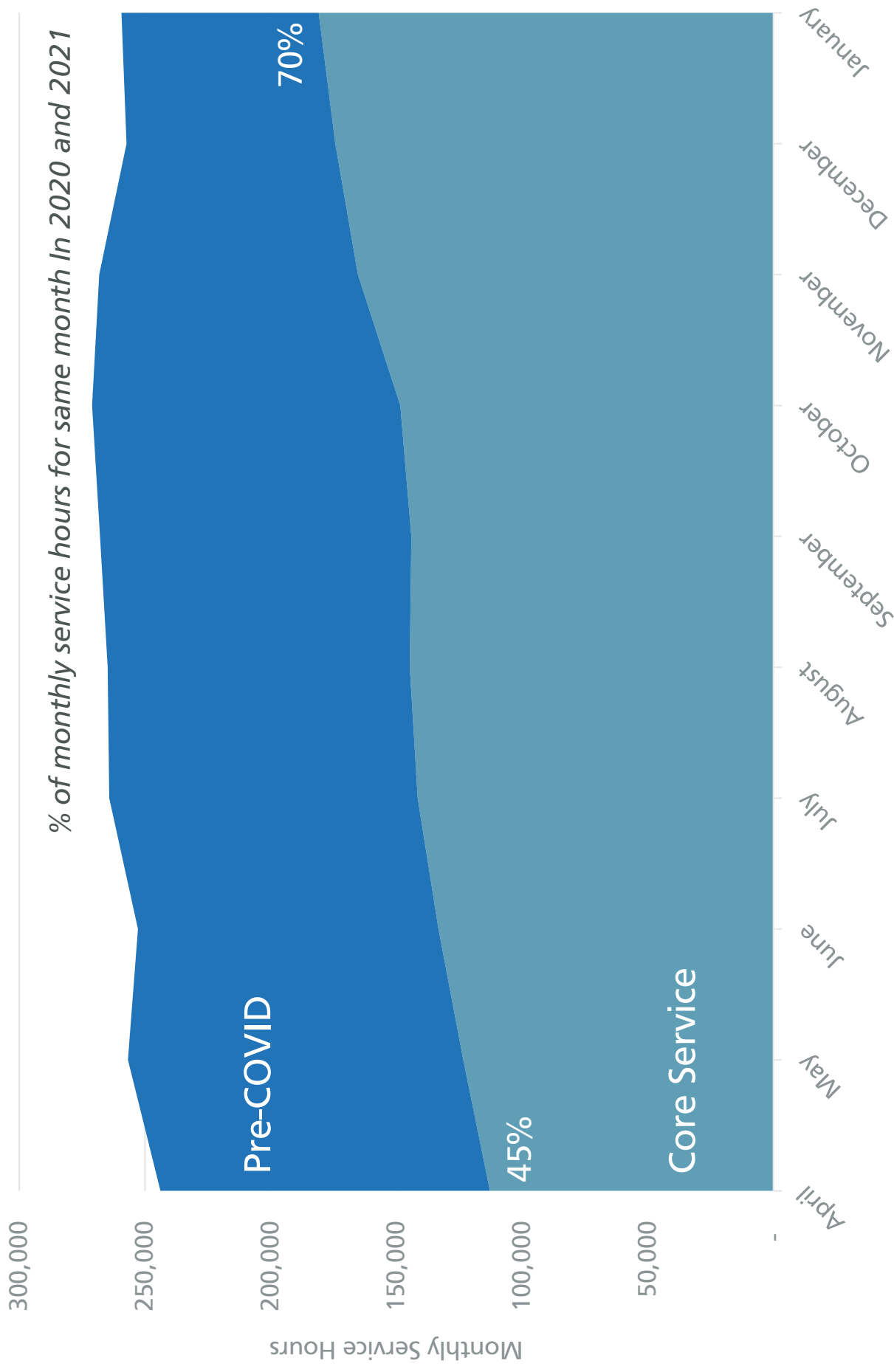


# Training





# Service Hours Delivered



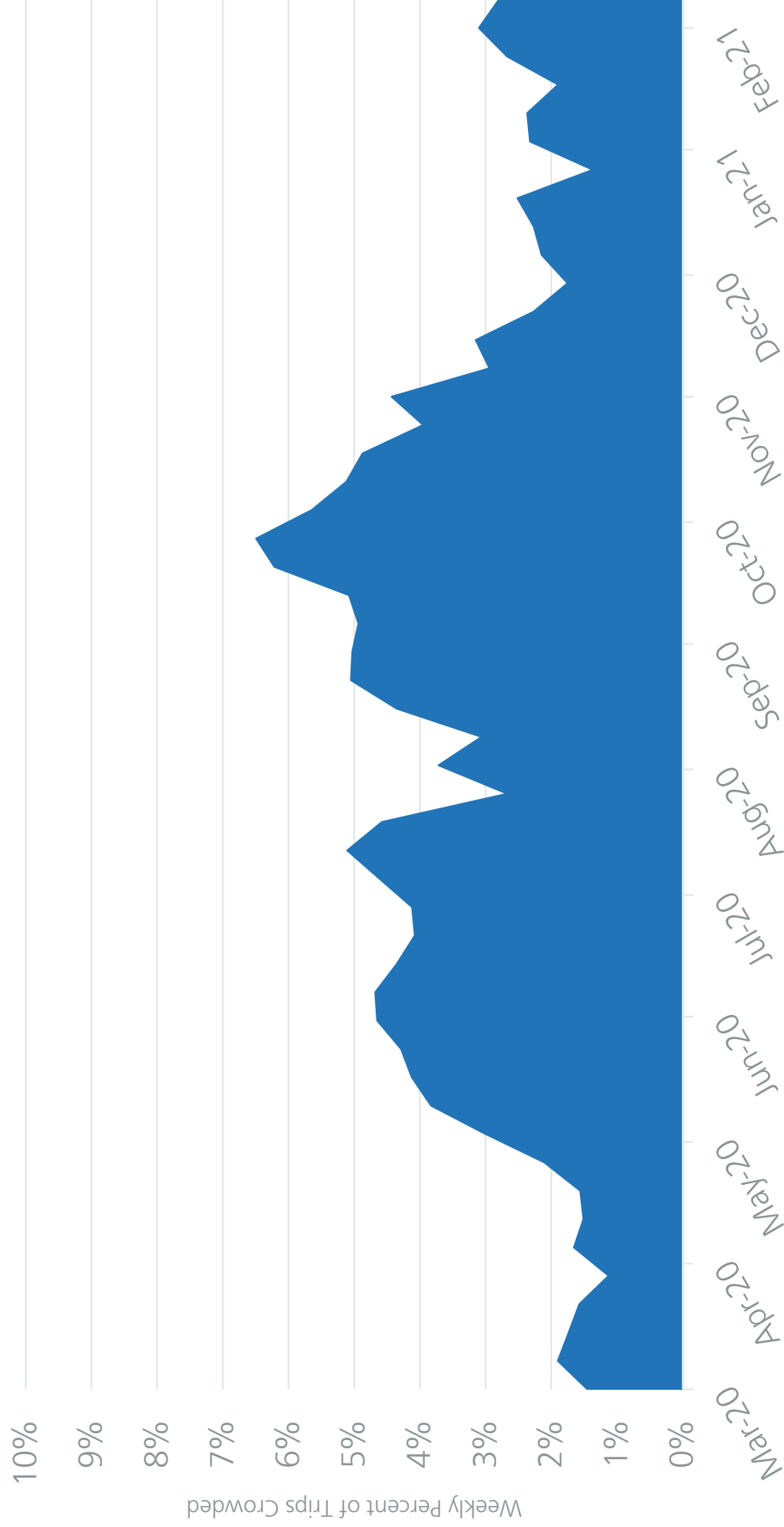
Key performance metrics for transit service recovery have been crowding/pass ups and coverage

# Stop Level Ridership Data



# Percent of Trips Crowded

*Riders continue to be left at the curb due to COVID capacity restrictions*



\*Due to a data issue, ridership data is likely undercounted on rail substitution routes between 8/25 and 10/31.

Accelerated vaccination of SFMTA  
staff and the riding public  
combined with Federal stimulus  
funding key to the next phases of  
service restoration



# Fall Service Restoration

## Bus - Contingent on removing COVID capacity restrictions

- Continue to expand hilltop service and close coverage gaps in preparation for school reopening and increased business activity

## Metro

- Rail Operator training to be prioritized
- Buses to deliver K, L, M until staffing levels are sufficient



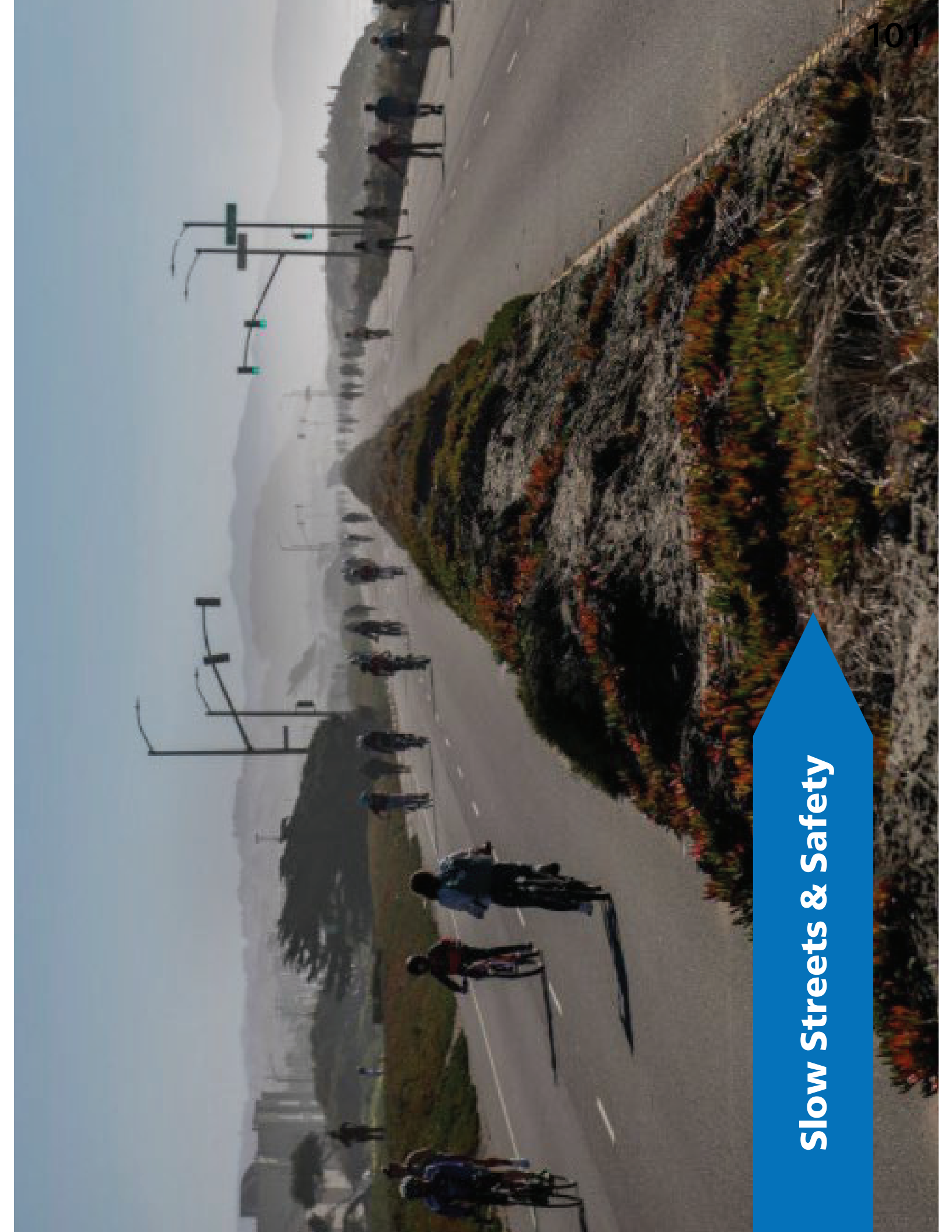


# 2022 Service Changes

- Continue to restore rail and bus service up to 85% of pre-COVID levels
- Work with Citywide stakeholders to weigh tradeoffs such as:
  - Deliver 5 min network including equity priorities (e.g., 29R Sunset Rapid)
  - Re-introduce routes with parallel service (e.g., 21 Hayes)
  - Fully restore cable car system
  - Re-introduce downtown express service







## Slow Streets & Safety

# Slow Streets Expansion



## Program Benefits

### Public Health

Ensuring space for social distancing is imperative to preventing the spread of COVID-19

### Economic Recovery

Bike and pedestrian networks provide more choices when transit capacity is reduced

### Quality of Life

Repurposing roadway space for low-stress bike routes and public spaces that create ways for neighbors to build connections



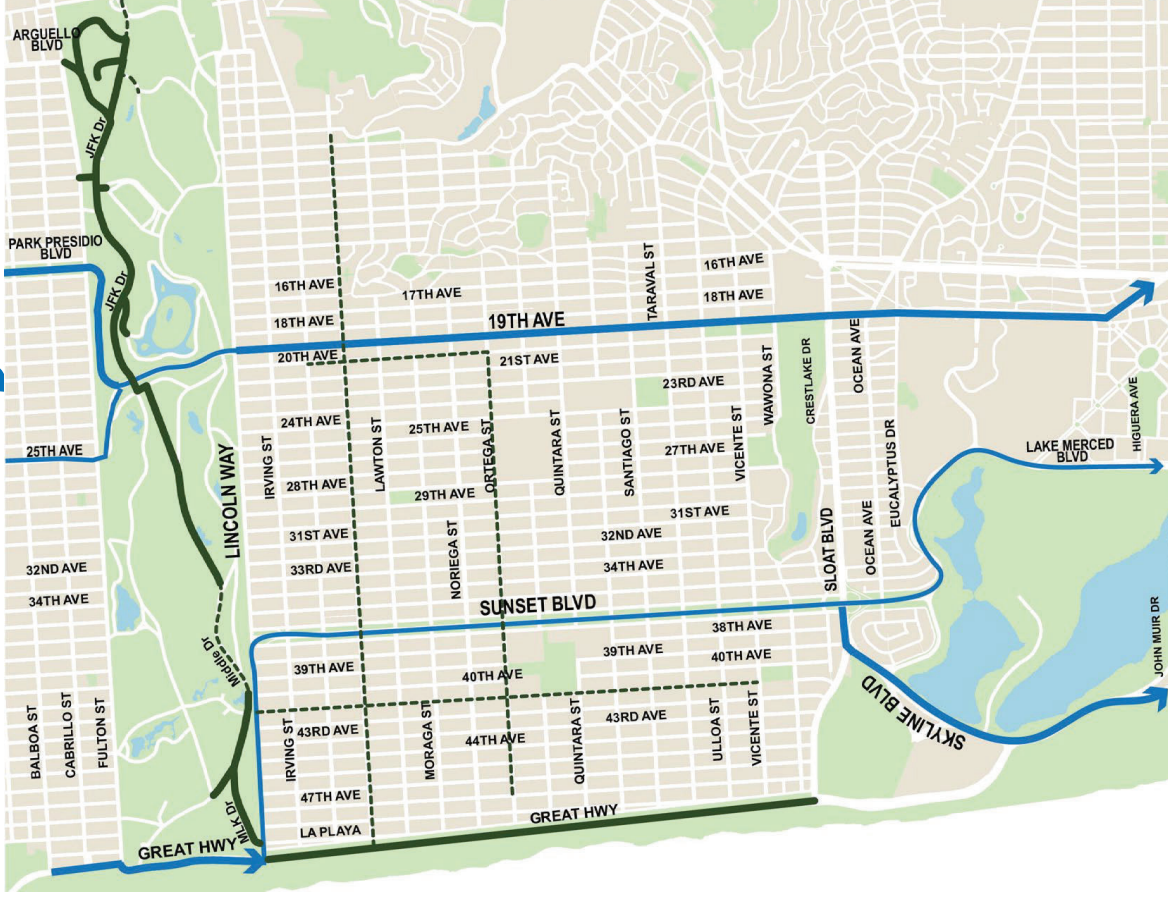
# Bike Network







# Temporary COVID Street Closures and Primary Traffic Routes



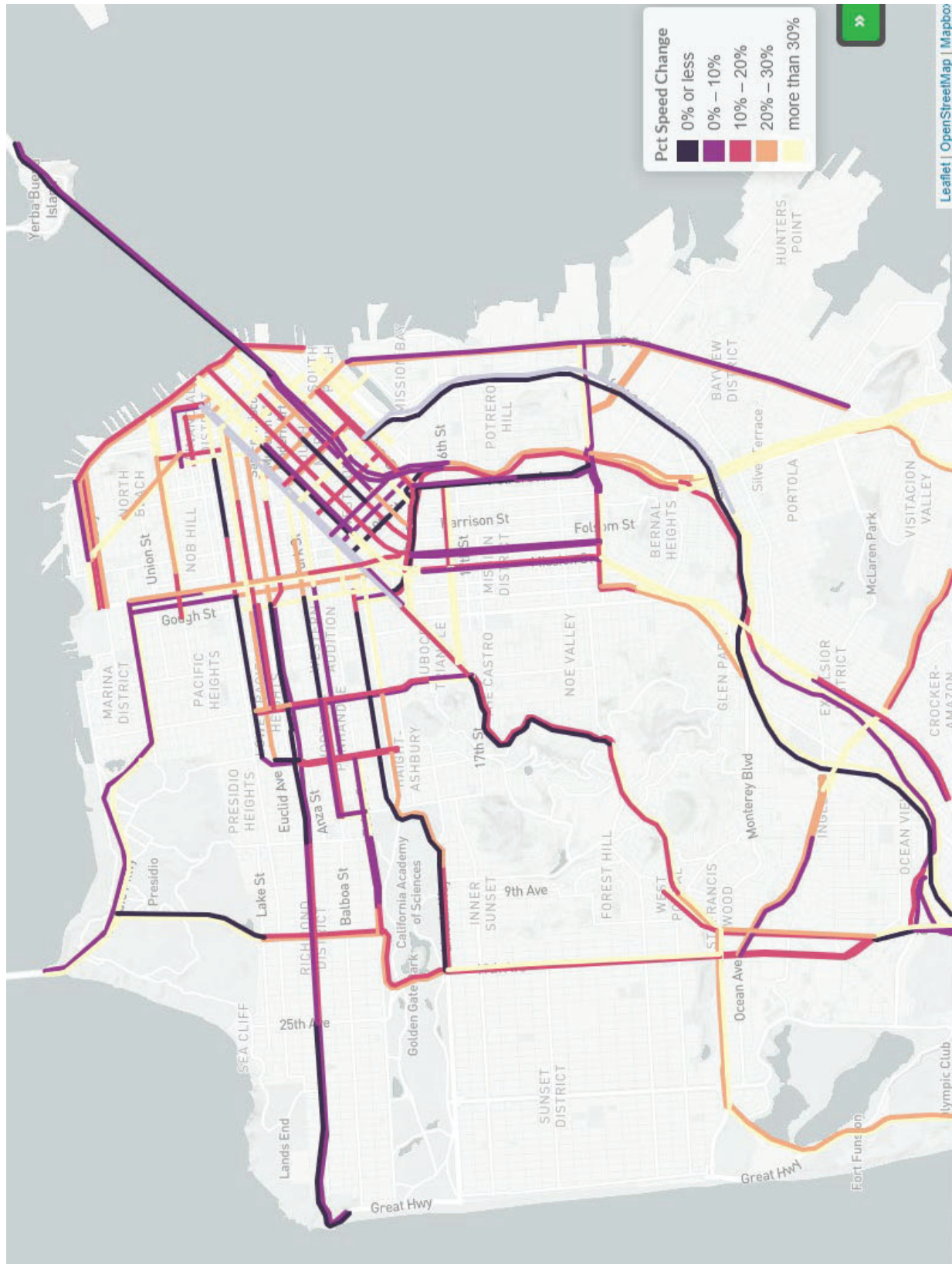
## Current:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19<sup>th</sup> Avenue:** 3 lanes
- **Total: 6 lanes**

## Legend

- Slow Street
- Temporary Road closure

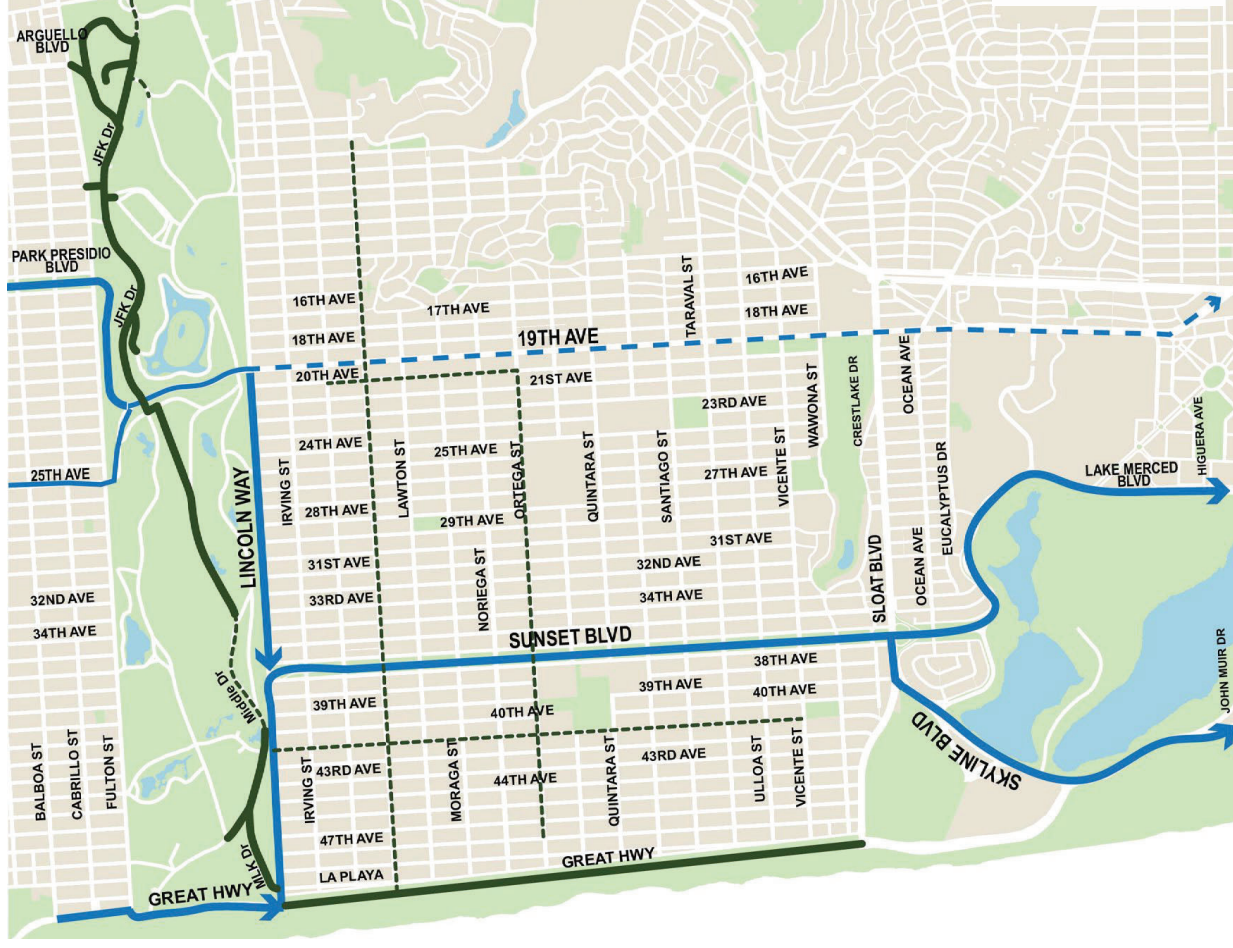
# Traffic Speeds



Leaflet | OpenStreetMap | Mapbox



# With 19th Ave Construction



## During construction:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19th Avenue:** 2 lanes
- **Total:** 5 lanes

## Legend

- Slow Street
- Temporary Road closure

# Network Management



## During construction:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19th Avenue:** 2 lanes
- **Total:** 5 lanes

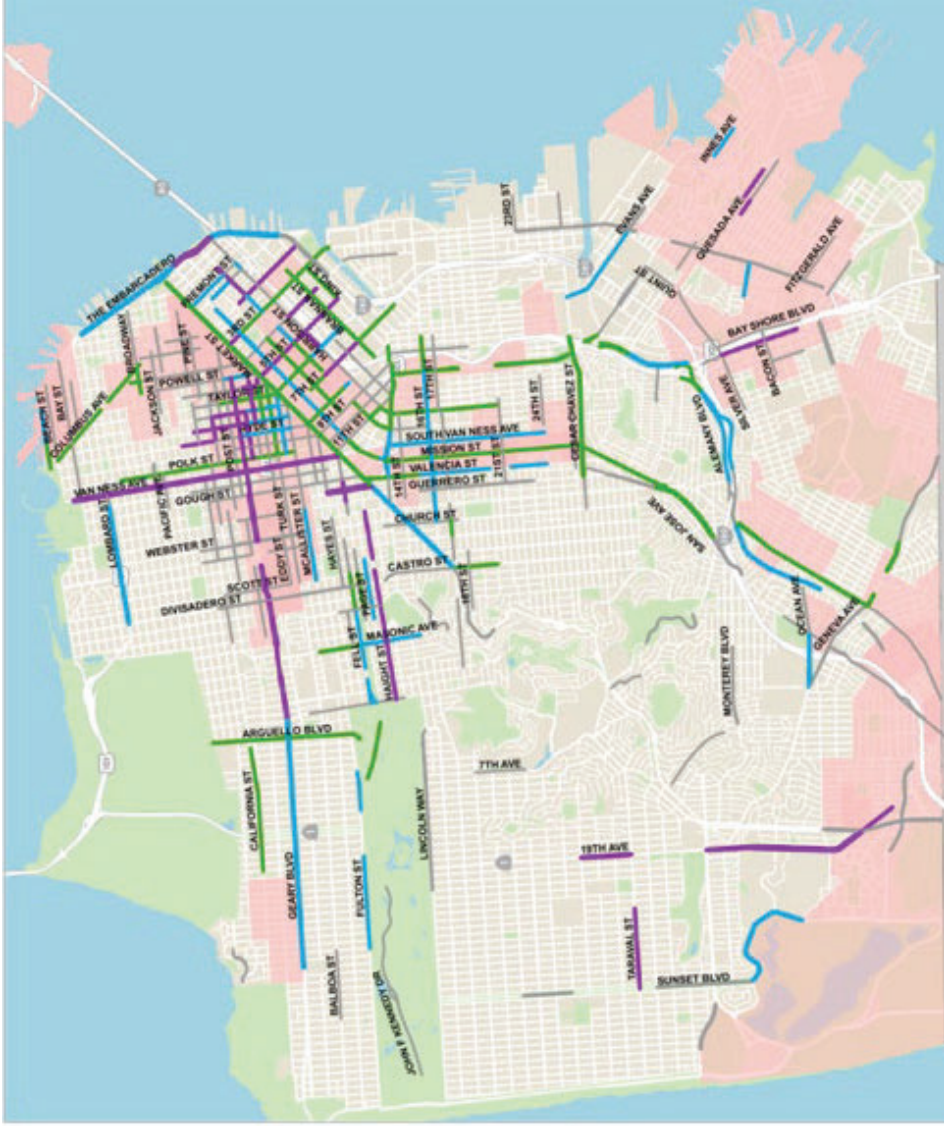
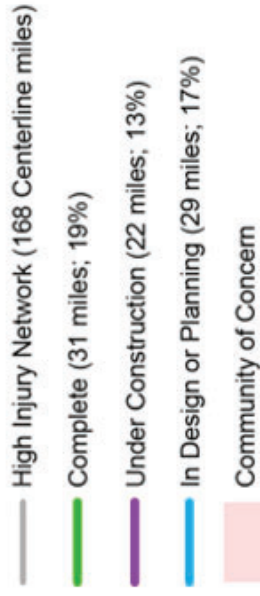
## Legend

- Slow Street
- Temporary Road closure
- Changeable Message Signs
- Local traffic management
- Key locations for targeted traffic operation improvements



# Accelerate Safety Improvements

- Expand Quick Build Corridors
- Accelerate proven systemwide tools
- Exhaust authority and innovate to lower speeds



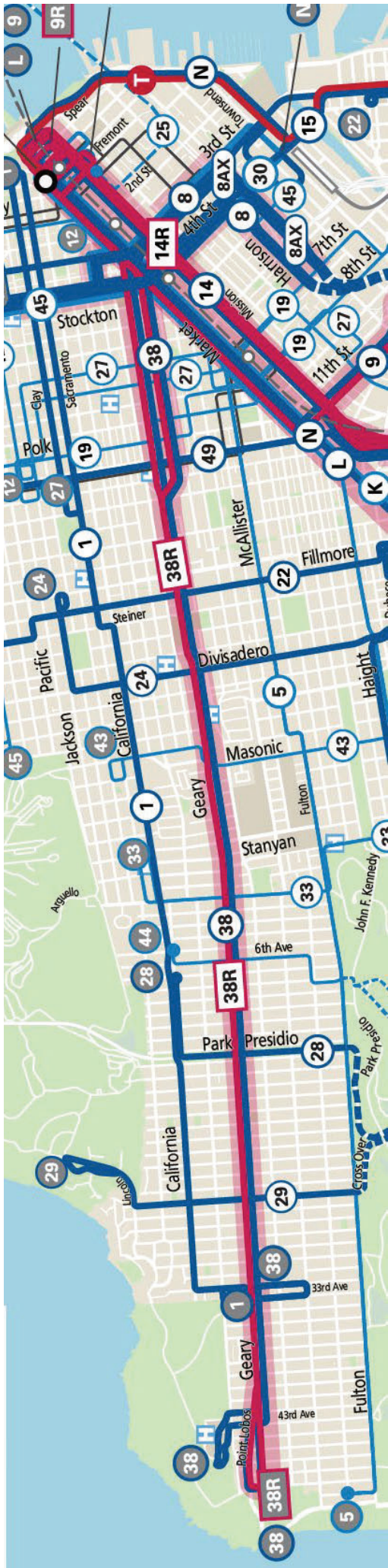
**80+ miles of corridor improvements on the High-Injury Network completed/ in planning/in construction**

# Making Westside Streets Safer

- Improve pedestrian and bicycle safety on key corridors
- Projects complete or in process on:
  - California
  - Anza
  - Fulton
  - 19th Ave
  - 20th Ave







# Improving Westside Connectivity

- Frequent east-west connections: 1 California, 38/38R Geary and 5 Fulton
- North-south connectivity: 29 Sunset, 28 19th Avenue, 44 O'Shaughnessy, 33 Stanyan, 43 Masonic, **(18 46th Avenue in August)**
- Future stakeholder outreach planned for fall 2021 to weigh tradeoff questions such as more frequent north/south connections (e.g., 29R Sunset Rapid) vs restoration of parallel east/west service (e.g., 31 Balboa)



# Thank you







## ConnectSF Draft Transit Strategy March 2021

**ConnectSF**

[connectsf.org](https://connectsf.org)

[ConnectSF@sfgov.org](mailto:ConnectSF@sfgov.org)

## ConnectSF Background

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future



**ConnectSF**

# About ConnectSF



# Long Range Planning Goals



Equity



Economic  
Vitality



Environmental  
Sustainability



Safety and  
Livability



Accountability  
and Engagement



**Crowding 1990**

- 0 or less
- 1.0 - 4.75
- 5.0 - 9.9
- 10.0 or more

**Highways**

- less than 100
- 100 - 2500
- 2500 - 10000
- 10000 - 100000
- 100000 or more

San Francisco

San Francisco Bay

Golden Gate Bridge

Legend:

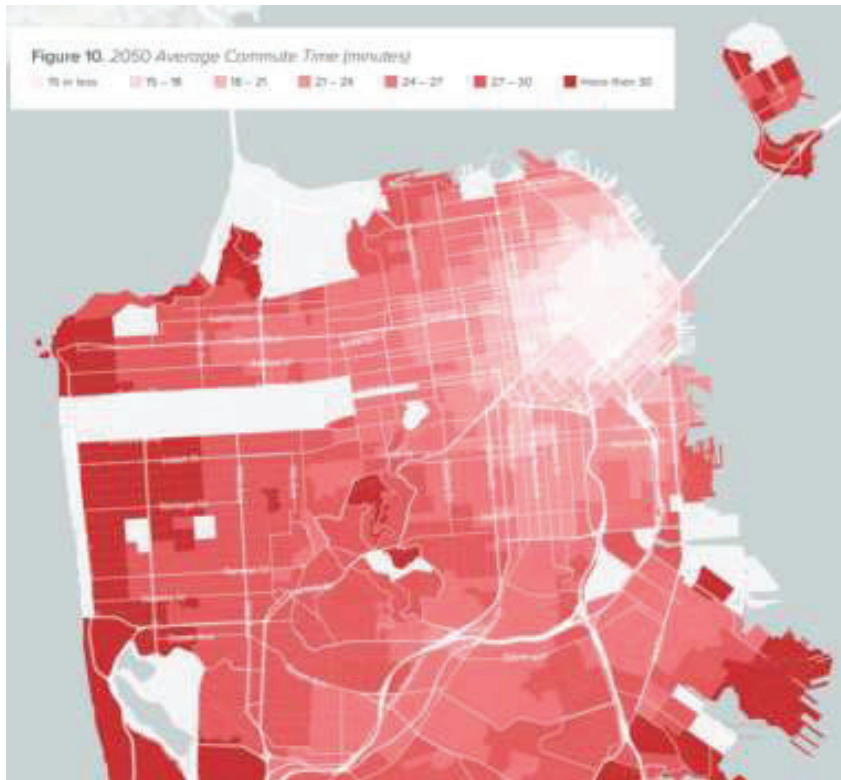
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The map displays the San Francisco Peninsula Corridor project. The proposed rail alignment is shown in red and pink, starting from the city center and extending south towards the Peninsula. The map includes various geographical features, roads, and existing infrastructure. A legend in the bottom right corner provides details on the rail types and station locations.

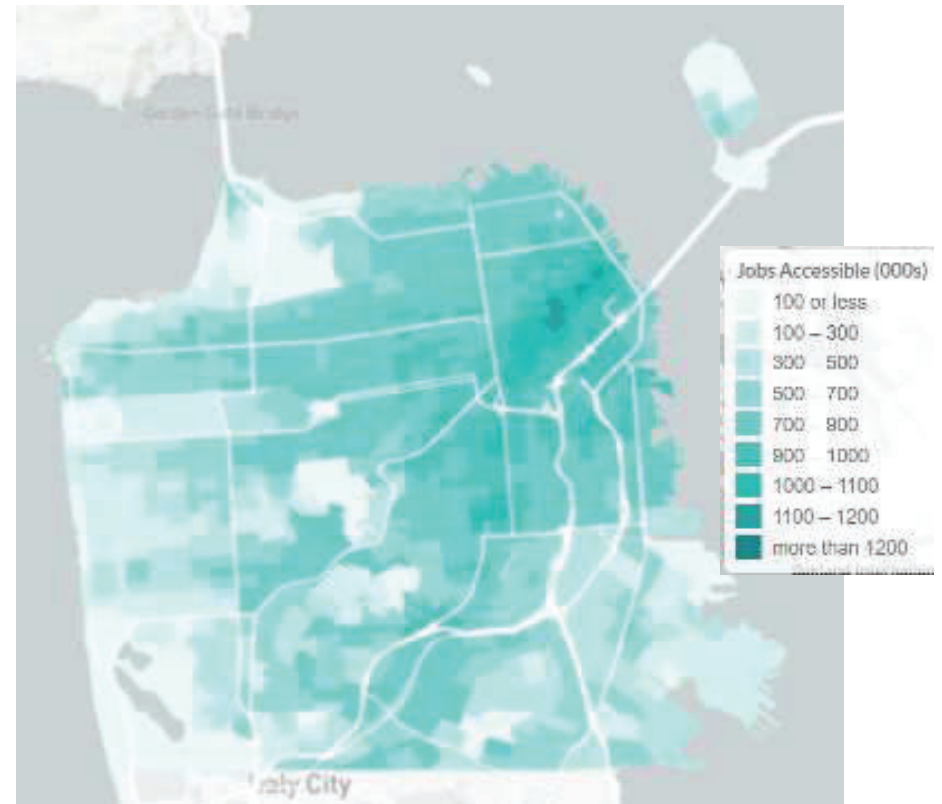
**Legend:**

- Corridor Type:**
  - San Francisco
  - San Francisco
  - San Francisco
  - San Francisco
- Station:**
  - San Francisco
  - San Francisco
  - San Francisco
  - San Francisco

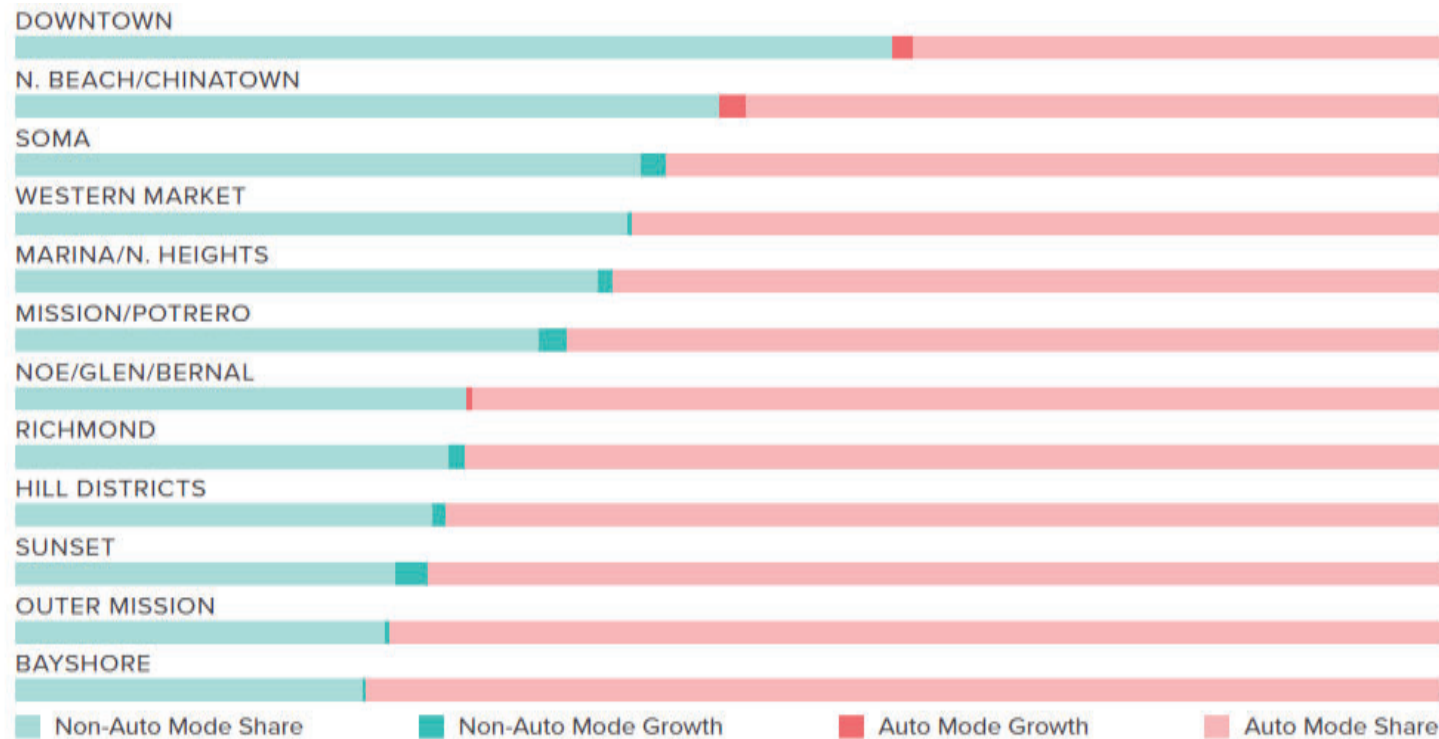
## Without Investment – Growing Equity Concerns



ConnectSF



## Without Investment – Challenges Reducing Auto Mode Share



# Transit Investment Strategy

# Transit Investment Strategy Goals

- Build upon pandemic recovery efforts
- Prioritize communities and individuals that are most dependent on transit
- Adapt to changing travel needs between neighborhoods, not just to downtown
- Address state of good repair backlog
- Continue to reduce crowding and delay
- Improve connections to the region

## Key Recommendations

1

Make the system work better with maintenance and restoration

2

Build a five-minute network for reliable transit service citywide

3

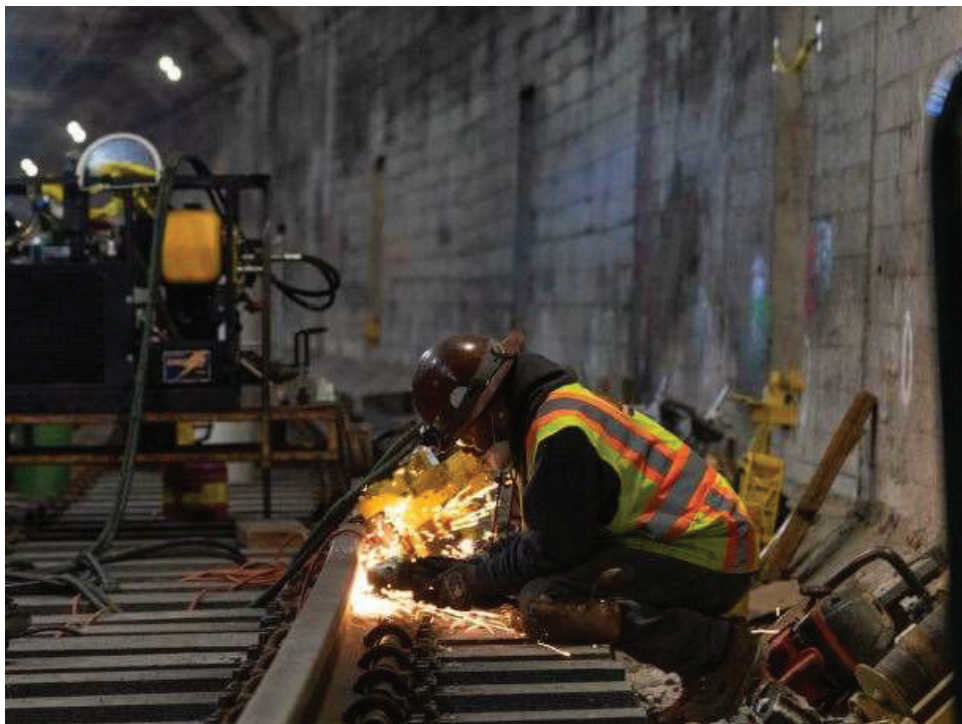
Increase speed, reliability, and capacity for a modern rail system

4

Build more rail where bus service won't be able to meet demand



# 1 Maintain and Restore our Transit System



## 2

ConnectSF





## 2

## Five-Minute Network Improved Speed & Reliability



Street and signal improvements to preserve transit speed and reliability

Fast, frequent service and easy transfers throughout SF

**ConnectSF**



## 2 Regional and Local Express Service

Local and regional transit service that runs on freeways and highways

Dedicated express lanes to destinations within San Francisco and throughout the Bay Area

Complements rail and ferries

**ConnectSF**



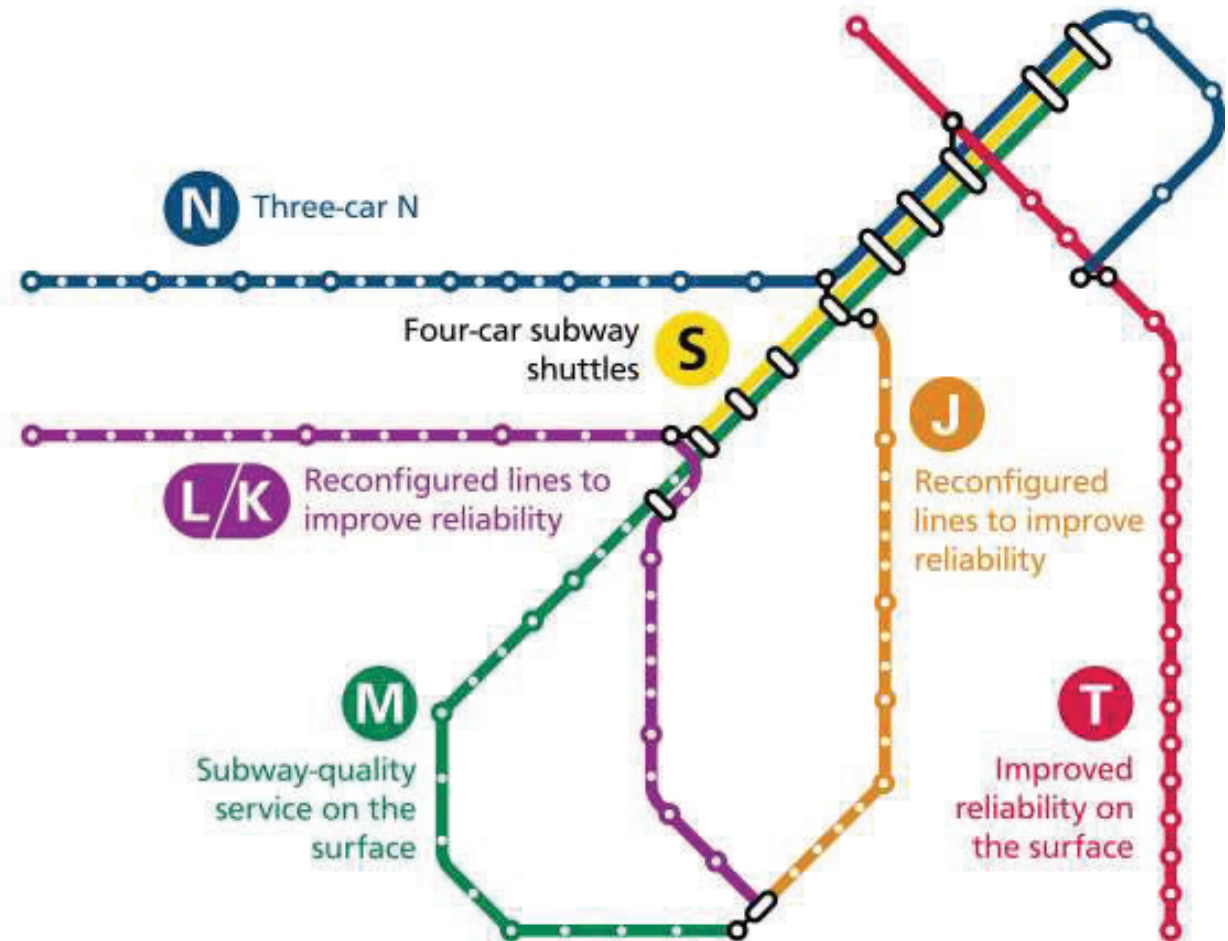
### 3 Renew and Modernize Our Rail System

Rebuild our aging rail network

Expand critical infrastructure that keeps trains moving


Longer trains and more reliable service

**ConnectSF**





## 3 Renew and Modernize Our Rail System

A photograph of a modern subway train, likely a BART train, stopped at a station platform inside a tunnel. The train is white with red and blue accents. The platform has a red brick floor and a curved concrete wall. The tunnel is illuminated by overhead lights.

**Subway renewal** addresses crowding and congestion  
Envisions the next generation of subway service for San Francisco  
Upgrades such as a new train control system will allow **four-car trains** and **consistent, predictable service**.

## 4 Build Rail to SF's Busiest Places



ConnectSF



# Outreach

March/April – Transit Investment Strategy website and survey

- Available in four languages – English, Chinese, Spanish, and Filipino
- Presentations planned in April
  - Futures Task Force, Community-based organizations
  - Neighborhood and community groups as requested
  - Citywide Workshop



## What's Next?

- Streets and Freeway Strategy – May 2021
  - Includes long term strategy for active transportation, street safety, and freeway investments
- San Francisco Transportation Plan
  - May – introduce expected revenue estimates for constrained (reasonably expected) and visionary (additional sources) plan scenarios
  - July – review policy and investment scenarios based on technical analysis and public input
  - Fall/Winter – complete draft Plan and Vision for review and adoption
- Transportation Element Update
  - Guides policy implementation in City codes and project approvals

# Thank you

Website:  
connectsf.org

Email:  
connectsf@sfgov.org