



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, April 27, 2021; 10:00 a.m. (or immediately following the Treasure Island Mobility Management Agency Board meeting, whichever is later)

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

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PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 187 875 4349 # #

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

Clerk: Britney Milton

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board Meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at 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 Board members before the meeting begins.

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| 6. | [Final Approval] Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION* | 29 |
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| | During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
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*Additional Materials

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 13, 2021

1. Roll Call

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

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

Absent at Roll Call: Commissioners Chan (entered during item 3), Melgar (entered during item 2), Safai (entered during item 4) (3)

2. Citizens Advisory Committee Report - INFORMATION*

CAC Chair Larson reported out from the March 24, 2021 Citizens Advisory Committee (CAC) meeting and shared that the CAC was supportive of the Prop K allocation requests, and appreciated their focus on traffic calming, and safety, and because two of the requests addressed community concerns. He said that the CAC requested follow up as the projects progressed, notably on the quick-build implementation at Lake Merced. Chair Larson said that CAC members were impressed with the work reflected in the amended fiscal year 2020/21 budget. He said that because of budget planning, the budget impact was a downward budget revision of only 13% of sales tax revenues compared to the actual 30% drop in sales tax revenue. He said that delays in project delivery and reimbursement requests further lessened, which could have been a much more severe budget impact. He said during public comment a concern was cited on the distribution of federal relief funds through the Metropolitan Transportation Commission (MTC), noting that another Bay Area transit agency currently had a surplus and was still receiving additional relief funds while others like the San Francisco Municipal Transportation Agency (SFMTA) were in much worse financial condition and should have received more relief funds. Chair Larson said CAC members asked staff to follow up in regard to the equity concern in terms of the distribution of relief funds to the most affected counties.

With respect to the SFMTA's Transportation Recovery Plan, Chair Larson said that a CAC member expressed surprise that fare revenues remained down at approximately 90% so far in 2021 despite the number of people riding transit. He said SFTMA staff replied that they would re-evaluate in the Spring to see if more riders who pay full fare resume riding Muni as service increases, as this would bring fare revenues up. He said there was also concern around the J



Church line transfers required, and the decision to not have them enter the Market Street tunnel when service resumes. He said that SFMTA replied that pre-pandemic train congestion was increasing in the tunnel, and SFMTA felt that running more longer trains [vs. one car trains] in the tunnel post pandemic would be more efficient and improve reliability in the subway.

Chair Larson commented that the resumption of the hilltop bus service between Forest Hill and Glen Park was also welcomed given that it was a service gap that affected a number of residents in the Twin Peaks, Diamond Heights, and Mount Davidson areas. He said there was also some discussion at the CAC regarding bicycle facilities, including a member expressing frustration with the number of bicyclists who are still utilizing the sidewalks on The Embarcadero despite a protected bike lane for a portion of the length.

Lastly, Chair Larson shared that the current slow/low car streets and car-free Slow Streets were highly supported by CAC members, including making the closures in Golden Gate Park and Ocean Beach long-term with adequate public transportation options available to accommodate those that want to access them for recreation.

There was no public comment.

3. Approve the Minutes of the March 23, 2021 Meeting - ACTION*

There was no public comment.

Vice Chair Peskin moved to approve the minutes, seconded by Commissioner Melgar.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

4. State and Federal Legislation Update - ACTION*

Mark Watts, State Legislative Advocate and Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

There was no public comment.

Commissioner Walton moved to approve the item seconded by Commissioner Melgar.

The item were approved without objection by the following vote:

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

Absent: (0)



5. **Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION***
6. **Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION***

At Chair Mandelman's request, Items 5 and 6 were called together. Anna LaForte, Deputy Director for Policy and Programming, presented the items.

Commissioner Melgar expressed support for the Lake Merced Quick Build [NTIP Capital] request. She thanked her colleagues on the Board for their support of needed safety improvements around the lake, particularly along the north side. Commissioner Melgar also expressed gratitude for work initiated by former Commissioner Norman Yee to address issues arising from traffic diverted by the closure of the Great Highway.

During public comment Brian Haagsman with Walk San Francisco (WalkSF), expressed strong support for the Lake Merced Quick Build and the Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods projects. He stated that a great deal of work was needed to make the streets around Lake Merced safe. He said the proposed traffic calming work in Visitacion Valley would help people who were some of the most vulnerable in the City, including those with low incomes and senior citizens.

Charles Perkins, a 31-year resident of the Sunset district, referred to Commissioner Melgar's comment linking the need for traffic mitigation at Lake Merced and the closure of Great Highway. He said the closure had diverted 18 to 20 thousand vehicles per day from what had been the safest north-south route in the City. He said the closure made it more difficult for the City to achieve its Vision Zero goals, that permanent closure would result in more accidents regardless of mitigation measures, and would unavoidably impact children, pedestrians, cyclists and automobile drivers.

Luke Bornheimer, a 10-year resident of District 8, echoed WalkSF's comments and expressed support for the proposed sales tax allocations.

Commissioner Melgar moved to approve Items 5 and 6, seconded by Commissioner Ronen.

The items were approved without objection by the following vote:

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

Absent: (0)

7. **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***



Aprile Smith, Senior Transportation Planner and Erin McAuliff, SFMTA Accessible Services, presented the item.

Commissioner Melgar thanked SFMTA staff for their flexibility and nimbleness in adapting the paratransit program to respond to the COVID-19 emergency. She said District 7 had been somewhat isolated by transit service reductions implemented in response to the City's shelter-in-place order, and that the Essential Trip Card (ETC) program had been a lifeline for District 7 residents with disabilities or who were senior citizens.

Commissioner Chan concurred with Commissioner Melgar, saying the ETC program had been critical, especially during the vaccine rollout. She said it was a safe and helpful option for District 1 seniors and people with disabilities.

Chair Mandelman echoed the previous comments. He said he had initially been more concerned about the transit service reductions to District 8 but said the ETC program had helped fill the gap.

There was no public comment.

Commissioner Chan moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

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

Absent: (0)

8. 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*

Lily Yu, Principal Management Analyst, presented the item.

With respect to the decrease in expenditures in Prop K funds for the SFMTA's light rail vehicle procurement, Commissioner Melgar asked if this decision would have an impact in the timeline for bringing back the light rail service that is right now not running, specifically the K, L, and M.

Anna LaForte, Deputy Director for Policy and Programming responded that the schedule for procurement is not impacted. She said it is really just the timing of when they agency is expecting to receive reimbursement requests from SFMTA. She added that there is still a budgeted amount of tens of millions of dollars that they are expecting in reimbursements for light rail vehicles this fiscal year, but they total is not as high as they thought it would be at this time last year.



Chair Mandelman directed a question to Executive Director, Tilly Chang, noting that he and other Board members heard a lot about the Downtown Congestion Pricing Study and a desire from some folks to see additional public outreach going into the fall. Chair Mandelman said he understands that the schedule extension to allow additional outreach for the study is not part of the budget amendment and he asked what the path forward was if the Board wanted to make this happen.

Director Chang confirmed that additional public outreach through the fall for the Downtown Congestion Pricing Study was not in the mid-year budget amendment for the current fiscal year, but with the Chair's guidance and the Board's support, staff would be glad to extend the study and bring back a proposal for how to fund it in the proposed Fiscal Year 2021/2022 Annual Budget. Director Chang said that next month (May), staff would bring the draft Fiscal Year 2021/2022 budget to the Board for a first look as an information item, and the approval action would happen the following month (June).

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: (0)

9. 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*

Yana Waldman, Assistant Deputy Director for Capital Projects presented the item.

Commissioner Safai said one of the things that is important to him is how the outreach will be done, how stakeholders will be involved in the process, and how will those that are unable to participate in an online format be engaged. He also asked as it relates to the report, he asked for clarify about what the proposed phasing means in the report for the actual project.

Director Chang replied staff understands how difficult it is to do outreach at this time. She said their approach would be to rely on the ability to reach out through newsletters and direct communications with community based organizations (CBOs) to see if they could get on their agendas. She said they have been able to have co-creation sessions both in person and virtually by relying on the CBOs to advise and organize the opportunities. She added that



they pay CBO' and program participants for their time, and because it's not always possible to conduct outreach virtually, they would also rely on other ways to reach the community in non-digital formats. Director Chang said they have also successfully used text-based surveys, which are not ideal for deep engagement, especially on complex issues, but are useful for sharing announcements about engagement opportunities. She said staff is open to other ideas and options for conducting good outreach and engagement.

Commissioner Safai said they need to get back to a grassroots model on outreach. He suggested using the traditional methods such as a door to door, phone calls and sending out letters, noting that he worked with SFMTA on a survey that offered both email and U.S. mail responses and they got a very high response rate. He added that what concerns him most is how the outreach is done and he wants to ensure that there is solid input received. He also expressed that he is not convinced about the express lane and toll model. He said there are a significant number of low-income San Franciscans who would be negatively impacted from it.

Director Chang thanked Commissioner Safai for the suggestions and said they would connect with SFMTA to learn more about the survey he referenced.

With respect to phases 1 and 2, Director Chang said the purpose of the phasing is to distinguish the high occupancy vehicle (HOV)/carpool northbound shoulder lane segment as a potential early action. She said this action would come to the Board before it seeks funding, but there are funding opportunities that are happening, and they want to be ready if the Board wishes to go forward.

Commissioner Safai said he is not opposed to carpool or HOV lane, just the toll and express lanes.

Director Chang acknowledged Commissioner Safai's comments.

Commissioner Chan said she looks forward to seeing the focus on bus lanes. She said at the local level it would be helpful for southeast residents to be able to get around the city more easily. She said that having a dedicated bus lane from southeast going into Chinatown would be extremely helpful, efficient, and would encourage more people to take public transit.

Commissioner Walton echoed Commissioner Safai's express lane comments and said he wants to ensure they are not charging low-income families to move around the city. He added that people who are experiencing economic hardships should not be affected by any tolls or congestion pricing.

During public comment Roland Lebrun agreed with the Commissioners' comments and added that carpool lanes should take priority over express lanes; said that express lanes should not be considered unless there is sufficient capacity; and pointed to the Metropolitan Transportation



Commissioner's FasTrak Start as a way the region is addressing the affordability issue. With respect to slide 11 of the presentation, he said that the VTA is proposing to convert existing HOV lanes to express lanes despite that there is no HOV lane south of Morgan Hill.

Francisco Da Costa commented that they need to change the way they do outreach and noting that he is never contacted as part of outreach efforts.

Chair Mandelman moved to approve the item, seconded by Commissioner Haney.

The item was approved without objection by the following vote:

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

Absent: (0)

10. San Francisco Municipal Transportation Agency Capital Programs Audit - INFORMATION*

Chair Mandelman said that the Controller's Office issued an audit of the SFMTA's capital project and found that communication and collaboration problems and inadequate use of data contributed to delays and cost overruns on capital project delivery. He said that the audit also included specific recommendations for improving accountability, communication, and collaboration. He said as they look ahead to a potential significant Biden Infrastructure bill and a once in a generation opportunity to reinvest in their transportation network, it's important to take a close look at what's not working in the way they execute capital delivery projects and what they need to do to fix it. Chair Mandelman said that they need to do everything they can to assure voters and everyone involved that they are single mindedly focused on getting projects done on time, and on budget.

Mark De La Rosa, Acting Director of Audits, and Matt Thomas, Senior Auditor, presented on behalf of the Controller's Office.

Commissioner Chan asked about the organization chart for the SFMTA, noting that it is a large agency with many divisions, and that in lay terms, one of the findings from the audit is that the left hand isn't talking to the right hand. She said the organization chart may help the Board understand a bit better where the problem comes from and said she'd appreciate receiving the organization chart after the meeting.

Mr. Thomas explained that for the audit, they only focused on projects where the project owner was the Transit Division, and so they looked at collaboration mostly between the Transit Division and the Capital Planning and Construction Division to see if they were working together in order to deliver the projects. Mr. Thomas added that the Transportation Capital Committee (TCC) is where a number of divisions in the SFMTA come together to develop



the Capital Improvement Program (CIP) and the 5- and 10-Year Capital Plan and they looked at that collaboration, as well.

Commissioner Chan observed that tracking change orders and addressing them in a timely fashion is key to support on time and on budget project delivery, noting that without the right tools in place, it is not possible to foresee bad trends or pro-actively forecast that a project will exceed the budget. She asked who was in charge and who is responsible for doing what because there seemed to be a lack of leadership when it comes to cross team communication.

Mr. De La Rosa replied that one of the key things they identify in auditing is the root causes of the things that have happened. He said that while having a project management tool and using it to the fullest ability to track whether projects are on time and on budget is important; sometimes even with the best tools, part of the problem may be that communication among the various teams - even within the same organization, is not always happening either timely or fully. Mr. De La Rosa said that this was why some of the divisions and teams within the SFMTA are not always on the same page. He added that SFMTA's presentation will speak to the various multi-team efforts that are intended to get at some of the root causes of the issues identified.

Commissioner Chan appreciated the response and said she wants to get a better understanding of the organization of people because people are their best resource and people and their subject expertise are the key to the organization's success. She said thinking about the second phase of Geary Bus Rapid Transit (BRT), she looks forward to learning more of what happened with Van Ness BRT which is almost \$200 million over the original budget. She said these are the things that erode public trust, and we need to do better immediately.

Jonathan Rewers, Acting Chief Financial Officer of the SFMTA, thanked the Controller's Office and presented the SFMTA presentation along with Tom Maguire, Director of Streets.

Vice Chair Peskin commented that the SFMTA's specialty is neither sewers nor electricity and pointed out that the collaboration issues are bigger than just within the SFMTA. They involve collaboration between agencies, as well, whenever the projects involve putting concrete on a street and underground utilities.

Vice Chair Peskin thanked SFMTA staff for not being defensive and thanked the Controller's Office for doing a great job, but frankly, telling them what they already knew. He associated himself with the comments made by the Chair and Commissioner Chan regarding public trust and suggested that this item may need to be continued for further discussion at another meeting. He said that he wanted to look at this in the longer march of history. He noted it isn't only about a collaborative and mature environment within the agency, but



also involves inter-agency collaborations. He said that more than 22 years ago before the SFMTA was created as a stand-alone agency, it was a Public Utilities Commission (PUC) asset and the PUC, along with the airport, are pretty good at delivering capital projects. He noted over the years the SFMTA has had agency heads with varying leadership styles and a mixed record of effectiveness in delivering capital projects relative to budget and timeliness. Vice Chair Peskin noted that these comments go beyond the scope of the Controller's Office audit and said he wonders if the SFMTA should be involved in the business of delivering major capital projects on the order of hundreds of millions or more. He said since Prop E (1999) and Prop A (2007) which gave the SFMTA more autonomy from the Board of Supervisors and the Mayor's office, things have gotten worse on the capital side. He added that the Transportation Authority spends about 85% of the funds that it gets from the half cent sales tax on the SFMTA. He said the agency needs to reauthorize the half cent sales tax, and before they go to the voters for that and potential other new revenue measures that the SFMTA is considering, he wants to be able to tell the voters about better than continuous improvement and wants to show a punctuated, marked improvement. He expressed appreciation again for the hard work and efforts of SFMTA staff.

Commissioner Melgar said like Commissioner Preston, she shares the vision and dream of having a free or nearly free Muni for all, and that she will work hard to ensure that the sales tax is reauthorized and that there is a SFMTA bond. She said the presentations left her feeling that they were missing a big part of what she sees as the problem. She said since they work on technical projects, they tend to think that the problems are technical and that is not necessarily the case. She shared that back in November the Chronicle had a story about delays and cost overruns in the tunnel project and in that same issue, there was a story about racial and sexual harassment at the SFMTA. Commissioner Melgar said that she believes these issues are related and what she didn't hear in the presentation was the cultural development work that needs to happen in decision making. She said they can talk about communication and tools, but those things will not make a difference unless there is a cultural change in how people supervise one another, and that people feel they have something to bring to the table. She added that she would like to be updated on the organizational development work, how people are hired, trained, etc., because no matter how much money they put into it, if the people do not work together effectively, they will not get anywhere.

Chair Mandelman said he had asked for this presentation to be specifically about the Controller's audit but said it would be good if the SFMTA would address Commissioner Melgar's comments.

Mr. Maguire responded that Commissioner Melgar's comments about the need for cultural development were correct. Mr. Maguire said that breaking



down silos is only part of the problem, and when the organization is at its best, everybody at every level feels comfortable raising concerns without being punished but rather their contribution is honored and valued by their peers. He said the SFMTA is not at that point, but they have a number of efforts seeking to address this issue, including a very detailed racial equity action plan. He reported that they also have been rolling out lots of internal team building; they have a new Human Resources Director; and they are trying to turn the corner from where they have been. Mr. Maguire said they would be happy to come back to the Board to share some of that work. He concluded by saying that when staff can't talk about honest mistakes or budget estimate errors without pointing the finger and accusing each other, they won't be able to address the issues being discussed today.

Commissioner Chan said that for her, the presentation missed a mark particularly as it relates to the people. Commissioner Chan said she would like to continue this hearing and that when they return, she would like to see in the section that talks about the people, a slide with an organization chart showing who is doing what in terms of external communications and a chart showing who is doing what in terms of internal communications. She said it would be helpful to see before and after organization charts to show what changes are being made to help improve communications.

Commissioner Safai said would like to echo some of the comments made by Vice Chair Peskin, and he expressed appreciation for the hard work from Mr. Maguire and his team. He said that they started off with a rocky relationship in his district, but over the past few years they have worked aggressively in partnership and have done a tremendous job with focusing on the core missions of the SFMTA - traffic calming, pedestrian safety, and transit reliability. He said that the SFMTA does well with these types of smaller projects, but when the projects go to a larger scale, they don't seem to be in the wheelhouse of SFMTA. He said the bureaucracy of the SFMTA has grown exponentially and there are so many different layers of staff involved in so many similar projects which he said takes away from their core functions.

Commissioner Safai commented that Van Ness BRT seems on its surface to be a transportation project, but as they learned, it's a sewer project which isn't SFMTA's core function. He said there should be a conversation around the larger scale projects being handed over to an agency that is more knowledgeable in that core work or partnering with private entities that are geared toward delivering those types of projects, allowing SFMTA to focus on their core functions. Commissioner Safai acknowledged that transportation projects are always difficult to estimate in terms of their cost, but when it comes to safety and anticipating as build design document needs, those are basic functions needed for a larger scale project and it hasn't been something that SFMTA has done well over the last decades, and opined that in part it's because SFMTA is asked to do so many other things. He welcomed further



conversations on this topic and how the agency can really get back to the core principles of its work.

Mr. Maguire said they are a very complex organization, and while the functions that they do are often broken up into multiple other entities in other jurisdictions, SFMTA is trying to manage the transportation system in a much more holistic way. With respect to the scale of projects where they get stronger or weaker, Mr. Maguire said he believes they have pulled off some important projects on Geary and 16th Street that are not much smaller, than the Van Ness BRT project and they moved forward without the delays and cost increases experienced on Van Ness. He added that there is a challenge in today's projects and there are some also some good examples. He said they welcome a deeper dive into this topic and are always open to solutions. To Commissioner Melgar's comments, he said that the teams behind the projects are amazing and he would like to bring back the project managers and individuals who are actually doing the work to come before the Board.

Chair Mandelman said that there is clearly interest in bringing SFMTA back to address the issues that have been raised. He said he will work with Director Chang on how best to make this happen, noting he anticipates continued long agendas in the next few months. He said he thought it was important, as a major funder, to grapple with the Controller's audit and he knew that it would raise larger issues that were not addressed in the audit itself. Chair Mandelman shared that back in 2019 the Transportation Performance Working Group thought about including project capital delivery in the scope of the working group, but determined it was too much additional scope for that effort. He said he has an interest and that Commissioners Peskin, Safai, Chan, and others have expressed interest in having the Transportation Authority participate in helping think about how to address the capital project delivery issue that is not only a SFMTA problem, but also a Public Works problem, a regional problem, etc. and that it has sparked conversations about potentially making delivery of some of the largest projects something that a regional agency takes on. He observed it is hard to have continuous quality improvement cycles if an agency only delivers a very large project every 50 or 100 years or more.

Director Chang thanked the Board and SFMTA and Controller's Office staff for today's hearing. She said she agrees that the audit findings are spot on and noted that Mr. Maguire's and Commissioners observations about culture were also pertinent in, noting that Director Tumlin also mentioned agency culture when he was last before the Board. She said that she thinks all of the pieces - organizational structure, culture and best practices for project management are good fodder and she is happy to convene with SFTMA and the other departments, as well as regional agencies. Director Chang said all of these parties have relevant experience and could help scope out potential next steps to address the issues raised. She mentioned the possibility of



workshops and potentially a white paper as part of the underway countywide transportation plan update. She noted in 2013, a different version of this conversation came up focused on small project delivery and the Transportation Authority did a white paper on the topic as part of the 2013 countywide transportation plan update, and that there has been improvement in this area. Director Chang said a local and maybe even a regional conversation on this topic makes sense and she would follow up with the Chair.

Chair Mandelman thanked Director Chang and said they will need to move the conversation forward as well as address the issues that Vice Chair Peskin raised on whether they have the right organizational structure as well.

During public comment, Francisco Da Costa said on all of their major capital programs, they don't seem to get the facts right. He said they need to do assessments of the 3rd Street Light Rail, Better Market Street, the Central Subway, and Van Ness BRT. He said the common denominator is the lack of leadership and corruption.

Chair Mandelman thanked the Controller's Office staff for all of their work, and thanked Mr. Maguire and Mr. Rewers for their presentations. He said he and Director Chang will sort out how the Transportation Authority can follow up on what was discussed, and then come back to the Board as appropriate.

Vice Chair Peskin said he would be happy to collaborate with Chair Mandelman and Director Chang.

Chair Mandelman said that would be great and he would take him up on the offer.

11. Connect SF Transit Strategy Update - INFORMATION*

This item was deferred to the call of the Chair.

Other Items

12. Introduction of New Items - INFORMATION

Vice Chair Peskin said that he believes all of the Board members have received a lot of input about outreach as it relates to the Downtown Congestion Pricing Study and he believes there is a lot more outreach to be done. He said he has spoken to Director Chang about this and understands she is prepared to do more outreach and noted that he wanted to use this opportunity to put this on the record.

Chair Mandelman confirmed with Director Chang that they would be seeing a budget presentation in the Fall that includes additional Congestion Pricing outreach.

Director Chang responded affirmatively and added that it would be part of the first look at the annual Fiscal Year 2021/2022 budget presentation in May.



Vice Chair Peskin also shared with the Board that he would like to resign from the TIMMA Board for the duration of his term in office and did not plan to attend further meetings of the TIMMA Board.

Commissioner Mar requested two items to be scheduled at upcoming Board meetings. This first is an informational presentation on the analysis of the concepts for the future of the Great Highway undertaken as part of the D4 Mobility Study. He said that it is information that has been presented to the public through townhalls and other outreach, and he thinks it's important that the same information is shared with his colleagues on the Board. With respect to the many public comments received expressing concerns about the traffic impacts of the Great Highway closure, he said it is clear that these concerns will only escalate as the economy reopens more.

Commissioner Mar's second request was for a Prop K sales tax funding allocation to initiate outreach and design for a family friendly Sunset Neighborway network. He said that this builds off the lessons learned from the Slow Streets program and over a year of public input and analysis through the D4 Mobility Study. He said that the study identifies a Sunset Neighborway network, a permanent network of safe streets for biking and walking as a key priority, and he has already identified funding to launch planning and design work on this concept. Commissioner Mar said it is clear that the Sunset Slow Streets network needs work to realize their goals while meeting the needs of the neighborhoods, and instead of dedicating time and resources to re-design the temporary programs, they should focus on an inclusive planning process for a permanent network of safe streets and Slow Streets. He said in the long-term he believes that the Sunset Neighborway network can better achieve their goals and serve their needs. Commissioner Mar said he looks forward to their consideration and engaging with the Sunset communities and broader neighborhoods as it moves forward.

Commissioner Walton requested a racial and economic equity study based on the closure of JFK Drive. He said that the racial and economic break down of people who get to enjoy the benefits of the closure raises question on whether it is a violation of constitutional rights to keep people from accessing certain parts of their own city.

During public comment Roland Lebrun asked the Board to agendize a presentation on the Pennsylvania Avenue Extension. He also expressed his displeasure with the virtual meeting platform.

13. Public Comment

Luke Bornheimer spoke in support of the Assembly bills recommended for a position of support under Item 4 and thanked the Board for supporting them.

Patricia Arack said that the data collection of the District 4 Mobility study should be rejected by the Board. She suggested the study be conducted



again in 6 months under normal traffic conditions. With respect to the Great Highway closure, Ms. Arack commented that there is no compromise being discussed, and it should be opened up on weekdays for the commuters.

A caller commented that the District 4 Mobility study was an embarrassment. He added that there had been a lot of discussion surrounding congestion pricing said it would be premature to spend money when they don't know what's going to happen to transportation 3-4 years from now.

14. Adjournment

The meeting was adjourned at 12:52 p.m.



RESOLUTION ALLOCATING \$1,200,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$1,200,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming and Bicycle Circulation/Safety categories of the Prop K Expenditure Plan; and

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

WHEREAS, One of the three requests is consistent with the 5YPP for the relevant category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Traffic Calming Removal and Replacement–FY21 and Vision Zero Proactive Traffic Calming – Visitation Valley and Portola Neighborhoods [NTIP Capital] require amendments to the Traffic Calming 5YPP, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,200,000 in Prop K funds, with conditions, for three requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; therefore, let it be



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

RESOLVED, That the Transportation Authority hereby allocates \$1,200,000 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

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

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



**San Francisco
County Transportation
Authority**

BD04132021

RESOLUTION NO. 21-40

Attachments:

1. Summary of Requests
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2020/21

Enclosure:

Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
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	43%	0%	Planning, Design	7
TOTAL				\$ 1,200,000	\$ 1,250,000	49%	4%		

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	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 ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38, 40	SFMTA	Lake Merced Quick Build [NTIP 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.
TOTAL			\$1,200,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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

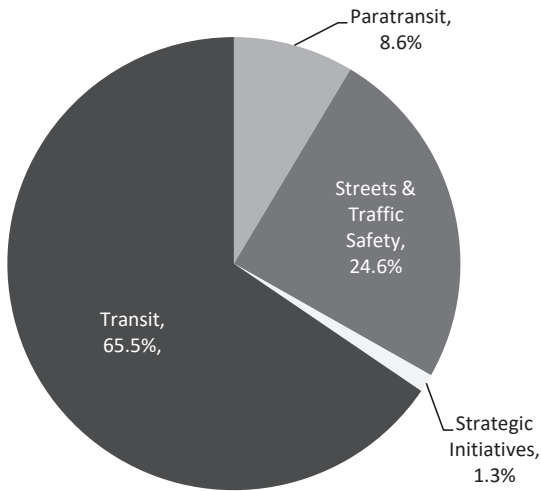
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2020/21

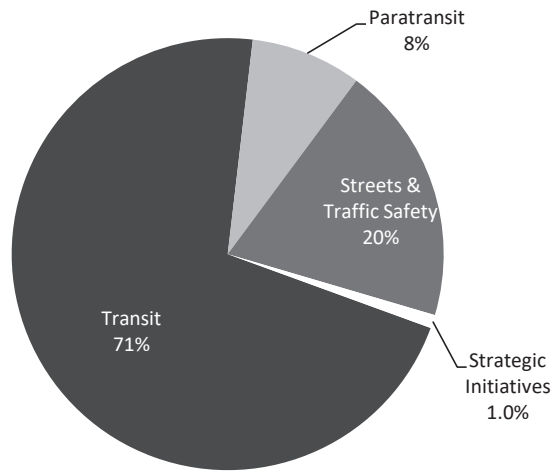
PROP K SALES TAX							
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 76,169,735	\$ 19,887,802	\$ 29,075,623	\$ 20,429,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 1,200,000	\$ 24,106	\$ 690,894	\$ 485,000	\$ -	\$ -	\$ -
New Total Allocations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





Memorandum

AGENDA ITEM 5

DATE: March 31, 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>RECOMMENDATION <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"> 1. Traffic Calming Removal and Replacement - FY21 (\$50,000) 2. Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (\$900,000) 3. Lake Merced Quick Build [NTIP Capital] (\$250,000) <p>SUMMARY</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 enclosed, 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 Citizens Advisory Committee considered this item at its March 24, 2021 meeting and unanimously adopted a motion of support for the staff recommendation.

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)



RESOLUTION AMENDING THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S
BUSINESS RELOCATION TRANSPORTATION DEMAND MANAGEMENT PROJECT, WITH
CONDITIONS

WHEREAS, In 2018 through Resolution 18-55, the Transportation Authority allocated \$383,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Business Relocation Transportation Demand Management (TDM) Project intended to encourage sustainable commute choices by employees of businesses that are opening in or relocating to new locations in San Francisco; and

WHEREAS, Since the COVID-19 pandemic has reduced the number of businesses opening in San Francisco and changed travel patterns for employees of existing businesses, SFMTA requested an amendment to the scope, schedule, and project name (i.e., to remove "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; and

WHEREAS, The proposed amended scope includes support for alternate schedules and staggered arrival times to reduce traffic at peak hours; promotion of alternate modes to reduce the use of single-occupancy vehicles; and 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; and

WHEREAS, To achieve 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; and

WHEREAS, SFMTA would conduct additional outreach to minority owned businesses and would provide assistance to businesses outside the target size range in response to requests; and

WHEREAS, Attachment 1 provides details on the proposed amended project, including the updated scope, schedule, and budget, along with Transportation Authority staff recommendations, including special conditions; and

WHEREAS, There is no change to the total cost of the project, which is entirely funded



by Prop K half-cent sales tax fund, and there are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2020/21 budget to cover the proposed less aggressive cash flow for the project corresponding to the proposed new project schedule; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the subject amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, let it be

RESOLVED, That the Executive Director shall update the Standard Grant Agreement for the SFMTA's Business Relocation Transportation Demand Management Project, now called the Business Transportation Demand Management Project, with conditions, to reflect the approved amendments, as detailed in Attachment 1; and be it further

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

Attachment:

1. Amendment Request and Staff Recommendations

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

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

Business Transportation Demand Management

Scope Update in Response to COVID-19 Pandemic – 3/29/2021

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 2040¹. Bay Area traffic congestion grew 84 percent between 2010 and 2016² 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 levels³ 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,

¹ https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/cap_draft_full_document-final1.pdf

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

³ <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 pass⁴. 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

⁴ <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 health and safety procedures for Muni and regional transit operators
- updates on Muni and regional transit service and capacity
- downloadable information on transit health and safety procedures for employers to email to employees
- downloadable information on rules and best practices for taking transit 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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

FY of Allocation Action:	FY2020/21
Project Name:	Business Transportation Demand Management (Amendment)
Grant Recipient:	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
Phases in Current Request Total:	\$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	
Total:	\$383,000	

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

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

MAJOR LINE ITEM BUDGET

Business TDM Program Costs

Agency: SFMTA		Overhead Rate: 0.803		
Position (Title and Classification)	Hours	FY21 Hourly Fully Burdened	FTE	Cost
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
SFMTA Subtotal	980		0.47	\$ 159,066

Agency: SFE		Overhead Rate: 2.42		
Position (Title and Classification)	Hours	FY21 Hourly Fully Burdened	FTE	Cost
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
SFE Subtotal	1,072		0.40	\$ 124,365

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

Construction Phase Hard Costs (by scope item)				
Item	Quantity	Unit Price	Cost	
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)			-	
Construction Hard Costs Total			\$ 14,569	

TOTAL	\$	383,000
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Budget										
Employer Outreach	SFE Project Supervision	SFE - Project Oversight	SFE - Project Staff 1	SFE - Project Staff 2	SFE - Outreach Support	SFMTA Program Supervisor	SFMTA Project Oversight	SFMTA - Project Staff	SFMTA Project Assistant	Direct 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	
Task										
Business Outreach										
1. Develop Employer Relocation Mode Shift Strategy										
1.1 Literature Review	\$ 949	\$ 3,344	\$ 2,880	\$ -		\$ 1,070	\$ 2,907	\$ 4,264	\$ 2,388	
1.2 Outreach and Local Research	\$ 949	\$ 3,344	\$ 8,639	\$ 4,054		\$ 1,070	\$ 4,846	\$ 10,661	\$ 8,956	
1.3 Strategy Implementation and Evaluation P	\$ 1,328	\$ 3,344	\$ 6,911	\$ 3,243		\$ 2,140	\$ 4,846	\$ 10,661	\$ 7,165	
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

FY of Allocation Action:	FY2020/21
Project Name:	Business Transportation Demand Management (Amendment)
Grant Recipient:	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.

Notes

1. Funds were allocated through Board approval of Resolution 18-55 in May 2018.

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.

Notes

1. Funds were allocated through Board approval of Resolution 18-55 in May 2018.

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.

Notes

1. Funds were allocated through Board approval of Resolution 18-55 in May 2018.

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

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

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$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

	Project Manager	Grants Manager
Name:	Crysta Highfield	
Title:	Transportation Planner II	
Phone:	(415) 646-2454	
Email:	crysta.highfield@sfmta.com	



Memorandum

AGENDA ITEM 6

DATE: March 25, 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, through approval of Resolution 18-55, 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 service updates and health and safety procedures for Muni and regional transit operators. In addition, the website will host downloadable resources intended for employers to distribute among employees. These materials will cover health and safety procedures for Muni and regional transit operators, rules and best practices for taking transit 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 Citizens Advisory Committee considered this item at its March 24, 2021 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Amendment Request and Staff Recommendations



RESOLUTION APPROVING UP TO \$3,012,914 IN SAN FRANCISCO'S ESTIMATED FISCAL YEAR 2021/22 STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT FUNDS FOR PARATRANSIT

WHEREAS, In 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused State Transit Assistance (STA) County Block Grant program, combining funds that were previously distributed via a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators' program; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for administering San Francisco's STA County Block Grant program; and

WHEREAS, MTC requires that by May 1 of each year, CMAs submit the distribution policy for STA population-based funds; and

WHEREAS, STA funds come from the state sales tax on diesel fuel and have been a volatile source of funding even before the COVID-19 pandemic; and

WHEREAS, Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each FY following the State's reconciliation of actual revenues generated; and

WHEREAS, MTC's current projection for San Francisco's FY 2021/22 STA County Block Grant funds, total \$3,012,914; and

WHEREAS, Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount; and

WHEREAS, In April 2020, in anticipation of a decline in STA revenues and other revenues upon which the San Francisco Municipal Transportation Agency (SFMTA) relies for its operating budget and having fulfilled prior STA Block Grant



funding commitments, the Transportation Authority Board approved up to \$3,794,000 (the entire estimated amount of San Francisco's FY 2020/21 STA County Block Grant funds at the time, subsequently revised downward to \$3,066,371) to support SFMTA's paratransit program operations, which provides transit trips for seniors, persons with disabilities and others who are unable to use SFMTA's fixed route service; and

WHEREAS, Since the COVID-19 pandemic continues to have significant impacts on the funding sources that SFMTA relies upon for its operating budget, Transportation Authority staff is again recommending programming up to the entire estimated \$3,012,914 in FY 2021/22 STA County Block Grant 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; and

WHEREAS, At its March 24, 2021 meeting the Citizens Advisory Committee considered this item and adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves up to \$3,012,912 in San Francisco's estimated FY 2021/22 STA County Block Grant funds to support SFMTA's paratransit program operations; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the MTC, other relevant agencies, and interested parties.



Memorandum

AGENDA ITEM 7

DATE: March 31, 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 (see Table 1 below). 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 (ETC) program, for San Francisco's estimated share of FY 2021/22 STA block grant funds (\$3,012,914). At the Board meeting, SFMTA staff will provide a brief update on the ETC program.

- 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. Cycle 1 programming is summarized in Table 1 below.

Table 1. San Francisco STA County Block Grant Program FY 2018/19 - FY 2019/20	
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
Total	\$7,747,610

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. Fortunately, this 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.

Table 2. Estimated San Francisco STA County Block Grant Funds FY 2020/21 and 2021/22			
	Funds Recommended (April 2020)	Estimated Funds Available As of February 2021	Increase/ (Decrease)
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 Citizens Advisory Committee considered this item at its March 24, 2021 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

None.



RESOLUTION AMENDING 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

WHEREAS, In September 2020, through approval of Resolution 21-11, the Transportation Authority adopted the Fiscal Year (FY) 2020/21 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, Revenue and expenditure revisions are related to the 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 Treasure Island Mobility Management Agency (TIMMA) Program; and

WHEREAS, Major changes in revenues due to additional funding include the following: Neighborhood Transportation Improvement Projects (District 4 Mobility Improvements Study and Golden Gate Park Sustainable Travel Study), Potrero Yard Modernization, Yerba Buena Island (YBI) West-Side Bridges for Right-of-Way Phase; and major changes in revenues due to decrease in revenue estimates include the following: Sales Tax Revenue, TNC Tax Revenue, interest income, Interstate 80/YBI Interchange Improvement Project - Southgate Road Realignment and Pier E2; and



WHEREAS, Major changes in expenditures due to project delays or delays in project reimbursement requests include the following projects: Prop K San Francisco Municipal Transportation Agency's (SFMTA's) vehicle procurements for light rail vehicles, Interstate 80/YBI Ramps Interchange Improvement Project - Southgate Road Realignment and Pier E2, TIMMA Program, TFCA projects, and TNC Tax SFMTA's Vision Zero Quick-Build Program; and

WHEREAS, Administrative operating costs, debt service costs and other financing sources also need to be updated from the original estimates contained in the adopted FY 2020/21 budget; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the proposed budget amendment and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2020/21 budget is hereby amended 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, as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2020/21 Budget Amendment



	Proposed Budget Amendment by Fund						Budget Amendment Fiscal Year 2020/21
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
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):	43,269,003	6,730,997	-	-	-	-	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



Memorandum

AGENDA ITEM 8

DATE: March 25, 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 Citizens Advisory Committee (CAC) considered this item at its March 24, 2021 meeting and unanimously adopted a motion of support for the staff recommendation.



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



**San Francisco
County Transportation
Authority**

**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%
Total Revenues	116,723,807	143,262,596	126,416,729	(16,845,867)	-11.8%
Capital Project Costs	92,514,661	195,972,411	177,603,846	(18,368,565)	-9.4%
Administrative Operating Costs					
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%
Total Expenditures	123,573,455	229,607,736	210,986,518	(18,621,218)	-8.1%
Other Financing Sources (Uses)	-	100,000,000	50,000,000	(50,000,000)	-50.0%
Net change in Fund Balance	\$ (6,849,648)	\$ 13,654,860	\$ (34,569,789)	\$ (48,224,649)	-353.2%
Budgetary Fund Balance, as of July 1	\$ 114,630,030	\$ 107,780,382	\$ 107,780,382		
Budgetary Fund Balance, as of June 30	\$ 107,780,382	\$ 121,435,242	\$ 73,210,593		



Attachment 3
Proposed Fiscal Year 2020/21 Budget Amendment
Line Item Detail

	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2020/21 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
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							
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

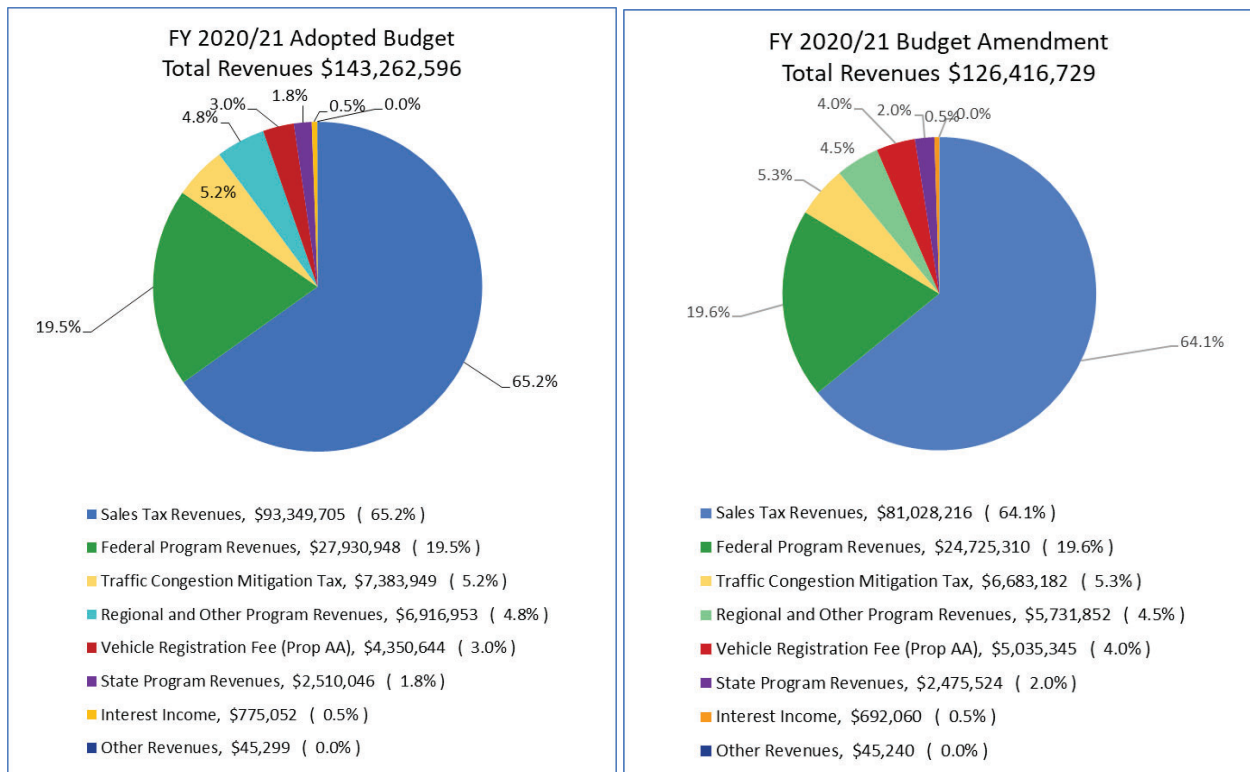


	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2020/21 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 135,000,000	\$ -	\$ 878,256	\$ 4,834,049	\$ -	\$ 200,000	\$ 140,912,305
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
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):							
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
Total Other Financing Sources (Uses)	43,269,003	6,730,997	-	-	-	-	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
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 3rd 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.

Vehicle Registration Fee Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Traffic Congestion Mitigation Tax (TNC Tax) Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Interest Income		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Federal Program Revenues		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

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

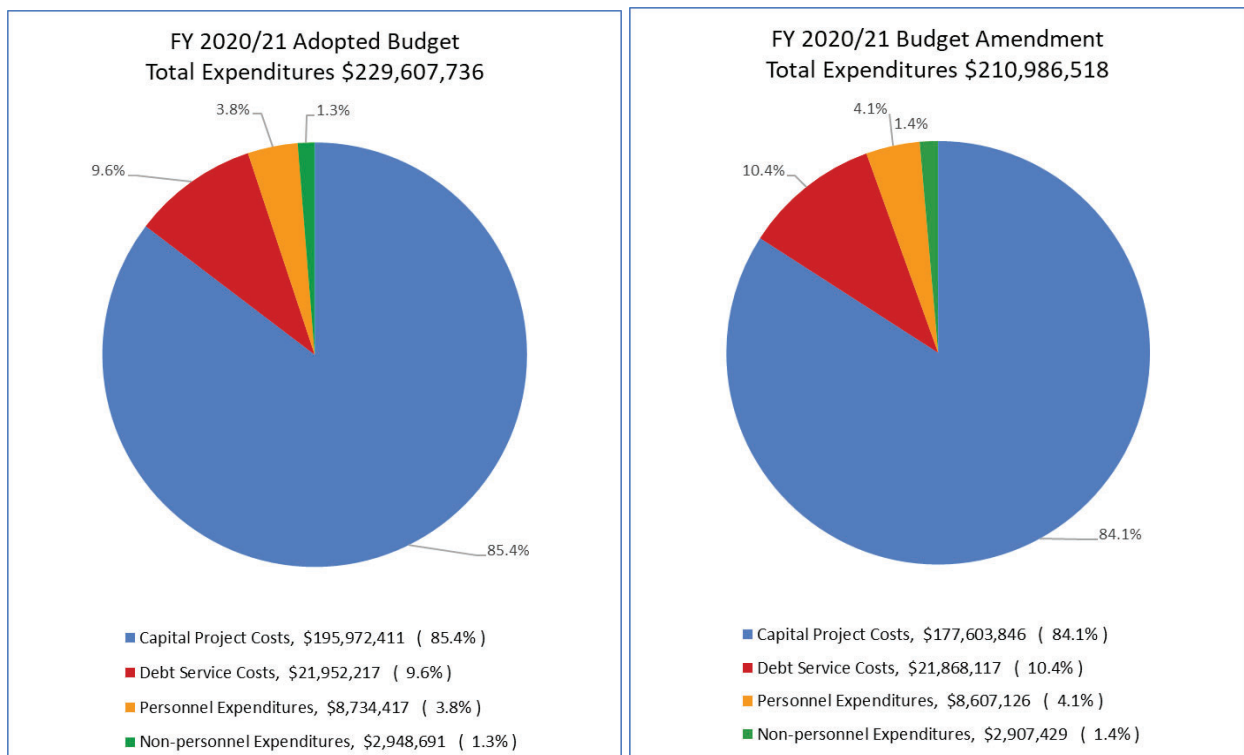
Regional and Other Program Revenues are expected to decrease by \$1.2 million, or 17.1%, as compared to the adopted budget. This is mainly due to delay in work related to the operations and maintenance services on the new YBI Landing and Public Pier (Pier E2) project as well as the Southgate

**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

Capital Project Costs		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Capital Project Costs - Sales Tax Program		
Adopted Budget	Proposed Budget Amendment	Variance
\$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

Capital Project Costs - Congestion Management Agency (CMA) Programs		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Capital Project Costs - TFCA Program		
Adopted Budget	Proposed Budget Amendment	Variance
\$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

Capital Project Costs - TIMMA		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

Capital Project Costs - TNC Tax Program		
Adopted Budget	Proposed Budget Amendment	Variance
\$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.

OTHER FINANCING SOURCES (USES) - DRAW ON REVOLVING CREDIT AGREEMENT		
Adopted Budget	Proposed Budget Amendment	Variance
\$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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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO WMH CORPORATION, IN AN AMOUNT OF \$1,700,000, FOR ENGINEERING AND ENVIRONMENTAL CONSULTING SERVICES FOR THE U.S. 101/I-280 MANAGED LANES AND BUS PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is seeking engineering and environmental consulting services for the U.S.101/I-280 Managed Lanes and Bus Project (Project); and

WHEREAS, 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; and

WHEREAS, The primary goals of the Project are to increase reliability and efficiency of the freeway, reduce emissions, and increase equitable access in the corridor; and

WHEREAS, On February 3, 2020, the Transportation Authority issued a Request for Proposals for preliminary engineering and environmental planning services for the Project, and by the due date of March 4, 2020, received two proposals in response; and

WHEREAS, A multi-agency selection panel comprised of staff from the California Department of Transportation and the Transportation Authority evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and recommended award of the contract to the highest-ranking firm: WMH Corporation; and

WHEREAS, The Project Report and Environmental Document are required by Caltrans as part of the Project Approval and Environmental Document process, which



will scope and evaluate managed lane options consistent with the Project's goals;
and

WHEREAS, The scope of services will include an advanced traffic study, Phase 1 environmental document, and preliminary engineering; and

WHEREAS, The Transportation Authority paused award of the contract in March of 2020 due to uncertainty surrounding outbreak of the COVID-19 pandemic; and

WHEREAS, Following collaboration with 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, Transportation Authority staff is recommending resuming the project and awarding the contract to WMH Corporation; and

WHEREAS, Through outreach, community co-creation and technical development, the project team intends to develop a model managed lanes project featuring integration with public transit and other equity components; and

WHEREAS, The initial contract amount of \$1,700,000 will be funded with Prop K sales tax funds appropriated through Resolution 20-16; and

WHEREAS, The proposed Fiscal Year 2020/21 budget amendment that will be considered for final approval at the Transportation Authority's April 27, 2021 meeting, includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory Committee considered the subject contract award and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards 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, and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

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



Memorandum

AGENDA ITEM 9

DATE: March 25, 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 23rd Street to the I-280/5th St. touchdown (freeway terminus) as well as two blocks along northbound King Street from 5th Street to 3rd 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 4th 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 23rd 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 Citizens Advisory Committee (CAC) considered this item at its March 24, 2021 meeting and unanimously adopted a motion of support for the staff recommendation.

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 23rd St. overcrossing to King St./3rd 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*

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RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 43 (FRIEDMAN), AB 455 (BONTA, WICKS, WIENER), AB 550 (CHIU), AB 917 (BLOOM), AND AB 1238 (TING)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), as shown in Attachment 1; and

WHEREAS, AB 550 (Chiu) would authorize the local use of speed safety cameras, which are currently used in 142 communities in the United States and has been shown to have a meaningful safety impact by reducing severe and fatal traffic collisions by as much as 58 percent; and

WHEREAS, The Vision Zero Task Force is supportive of speed safety cameras as a strategy to reduce traffic violence because unsafe speed is one of the most commonly cited factors in traffic fatalities, being reported as a primary or secondary factor in 40% of San Francisco's fatal collisions in 2020; and

WHEREAS, The San Francisco Municipal Transportation Agency and the Transportation Authority have made seeking state authorization to implement speed safety cameras a legislative priority for several years; and

WHEREAS, At its March 24, 2021 meeting, the Citizens Advisory



Committee reviewed and adopted a motion of support for a support position on AB 550 (Chiu); and

WHEREAS, At its April 13, 2021 meeting, the Board reviewed and discussed AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - April 2021

San Francisco County Transportation Authority

State Legislation - April 2021

(Updated April 21, 2021, to reflect amendments to AB 550)

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

Staff is recommending new support positions on Assembly Bill (AB) 43 (Friedman), AB 455 (Bonta, Wicks, Wiener), AB 550 (Chiu), AB 917 (Bloom) and AB 1238 (Ting), and new watch positions on AB 629 (Chiu) and Senate Bill 735 (Rubio) as show in **Table 1**. The Board does not act on watch positions.

Table 2 provides an update on AB 117 (Boerner Horvath), on which the Transportation Authority has previously taken a support position.

Table 3 shows the status of active bills on which the Board has already taken a position.

Table 1. New Recommended Position

Recommended Positions	Bill # Author	Title and Update
Support (Currently Watch)	AB 43 Friedman D	<p>Traffic safety.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, in part due to amendments that were in process. The bill has since been amended. SFMTA worked with the author on these changes and the Mayor’s Office State Legislation Committee adopted a support position on the bill in March.</p> <p>As amended, the bill would provide significant new flexibility for Caltrans and local jurisdictions to establish speed limits that respond to specific localized safety concerns. It would now: allow authorities to consider bicyclist and pedestrian safety when adjusting speed limits; lower the prima facie speed limits to 25 mph on any highway except state highways that are located in a business or residence district; allow the state and local jurisdictions to declare speed limits below 25 mph; extend existing ability to set speed limits without an engineering study to locations approaching a business district; allow local jurisdictions to reduce speed limits below the 85th percentile; and extend the years an engineering study would apply from seven to fourteen.</p> <p>We are recommending revising the position from Watch to Support with these amendments, which will provide significant new tools to make meaningful speed limit adjustments in response to on-the-ground safety conditions in San Francisco. Local speed limit setting flexibility has been a key Vision Zero strategy and was a recommendation by last year’s state Zero Traffic Fatalities Task Force.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
<p>Support</p> <p>(Currently Watch)</p>	<p>AB 455 Bonta D</p> <p>Coauthors: Wicks D Wiener D</p>	<p>Bay Bridge Fast Forward Program.</p> <p>The Transportation Authority established a Watch position at its March 23, 2021 meeting, as staff was still discussing the potential impact of the bill with local and regional partners and waiting to see if any amendments would be forthcoming. Last month, the bill would have established requirements for the Bay Area Toll Authority (BATA) to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor and would have authorized a pilot program for a transit- and very high occupancy-vehicle lane on the bridge after January 1, 2025 if conditions were still congested.</p> <p>As amended, this bill would simply authorize BATA, in coordination with Caltrans, to designate transit-only lanes on the San Francisco - Oakland Bay Bridge. BATA has already included a study of a transit-only lane on the bridge in its Bay Bridge Forward suite of projects. We believe establishing a regional process to determine whether to implement the lane is a more reasonable approach than mandating one at the state level. We are therefore recommending changing the current Watch position to a Support position at this time.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	AB 550 Chiu D	<p>Vehicles: speed safety system pilot program.</p> <p>At the time of the April 13 Board meeting, this bill would have required the Secretary of Transportation to adopt guidelines by July 1, 2022 for the implementation of two types of speed safety system pilots – one for dangerous local streets, and the other for active state or local work zones.</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. Mayor Breed is already on record supporting AB 550. The Transportation Authority’s Citizens Advisory Committee adopted a motion of support to adopt a support position on a prior version of the bill at its March 24 meeting.</p> <p>Update 04.21.2021: On April 15, the bill was effectively rewritten to specify a different approach to the implementation of speed safety camera pilots. The amendments are closely modeled off of language in AB 342 (Chiu) from the 2017-18 legislative session. The Transportation Authority adopted a support position on AB 342 at that time. Among other things the bill would now:</p> <ul style="list-style-type: none"> • Limit the number of pilots to six jurisdictions, including San Francisco, Oakland, and San Jose • Require a participating jurisdiction to approve a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program • Limit where the cameras could be installed, specifically on a high injury network (as defined by Caltrans), or within 2,500 feet of a school, senior zone, public park, or recreational center • Limit the installation to no more than 15% of a jurisdiction’s streets • Require pilots to demonstrate a 25% decrease in violations in the first 18 months and a 50% decrease in people with two or more violations, or the pilot would have to be discontinued • Limit the use of revenues to cost recovery and traffic calming improvements • Prohibit the use of mobile camera units for two years after the initial installation of speed safety cameras <p>The bill must get out of Assembly Transportation at its Monday April 26 hearing. If it is approved, we expect additional amendments to be introduced. SFMTA is working closely with the author to improve some parts of the language and we still recommend a support position at this time on the amended bill.</p> <p>A revised fact sheet on AB 550 is included as an attachment to this table.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	AB 629 Chiu D	<p>San Francisco Bay area: public transportation.</p> <p>This bill builds on last year’s AB 2057 (Chiu) in that it is intended to move the Bay Area toward a more connected, coordinated, equitable, and effective regional transit system. Named the Seamless and Resilient Bay Area Transit Act, it would require the Metropolitan Transportation Commission (MTC) to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to accomplish a number of mandates, including:</p> <ol style="list-style-type: none"> 1. Establish and maintain a transit priority network for the San Francisco Bay Area. 2. By February 1, 2022, complete an integrated regional transit fare study and by January 1, 2023 complete a report on the progress of implementing the recommendations of the study. 3. By July 1, 2023, create a pilot program to implement an accumulator transit pass among multiple operators providing service in at least 3 adjacent counties. 4. By July 1, 2024, develop a comprehensive, standardized regional transit mapping and wayfinding system as well as a strategy for deployment and maintenance of the system. 5. By January 1, 2024, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay Area, develop a strategy to ensure the regional managed lanes network supports seamless operation of high-capacity transit. 6. Coordinate transit agencies’ route, schedule, and fare data and develop an implementation and funding plan for deployment of real-time information. <p>It would also direct Bay Area transit agencies to:</p> <ol style="list-style-type: none"> 1. By July 1, 2025, only use the regional transit mapping and wayfinding system developed by MTC. 2. Use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles to ensure that schedule predictions are available. <p>We are recommending a watch position at this time, as we expect that the bill’s language will change after the regional Blue Ribbon Transit Task Force concludes its work and releases its Action Plan, expected in June/July 2021. This ad hoc group, which includes Assemblymember Chiu, transit operators, and various representatives from transit interest groups, convened in May 2020 to develop a COVID recovery strategy as well strategies to achieve a more connected Bay Area transit system. SFMTA’s Director of Transportation, Jeffrey Tumlin and the city’s MTC Commissioner Nick Josefowitz both serve on the Task Force.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	AB 917 Bloom D	<p>Vehicles: video imaging of parking violations.</p> <p>SFMTA currently has state authority to enforce parking violations in transit-only traffic lanes with automated forward-facing cameras on transit vehicles to enforce violations such as double parking. This bill would extend that authorization to any public transit operator in the state indefinitely. It would also allow enforcement of curbside parking violations at transit stops and stations.</p> <p>We are recommending a Support position on this bill to provide SFMTA with a more effective way to cite vehicles that park in bus stop zones and by doing so, contribute to increased transit reliability and safety for loading/unloading.</p>
Support	AB 1238 Ting D	<p>Pedestrian access.</p> <p>This bill would decriminalize a number of pedestrian activities that are currently prohibited and subject to police citation, including:</p> <ul style="list-style-type: none"> • Crossing a roadway outside of a crosswalk • Crossing a roadway when no cars are present • Stepping off the curb at an intersection during a yellow light • Obeying traffic signals <p>We understand this bill is likely in reaction to a consistent practice of police stopping and ticketing jaywalkers in Southern California. We are recommending a support position on this bill since it would focus police enforcement of traffic violations on the drivers of vehicles, which are statistically much more frequently at fault for fatalities and severe injuries.</p>
Watch	SB 735 Rubio D	<p>Vehicles: speed safety cameras.</p> <p>Similar to AB 550 (Chiu), this bill would authorize a local authority to use speed safety cameras to enforce speed limits, however only within 2,500 feet of a school where there is an indication that vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the school. It would be a permanent authorization, not a pilot. The bill would also prescribe requirements for the program, including, among other things, notice to the public, issuance of civil citations, and confidentiality of data as well an appeal process.</p> <p>In general, this bill represents a limited scope authorization of speed safety cameras, while AB 550 would provide broader flexibility that would better correspond to the city's high injury network, including dangerous local roads near schools. We are recommending a Watch position in order to make it clear to legislators what the Transportation Authority's priority is with respect to authorizing these cameras. We will carefully track both pieces of legislation and can return with a recommendation for a Support position if AB 550 looks like it is not going to advance this year.</p>

San Francisco County Transportation Authority

Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 117 Boerner Horvath D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>In March, when the Transportation Authority adopted a support position on the bill, it would have created a \$10 million electric bicycle rebate program. Based on Board input, we approached the author to convey the Transportation Authority's support for the bill and request that 1) rebates are scaled so that lower income purchasers get bigger rebates than higher income purchasers and 2) income determinations be made using local median income instead of statewide median income. Mark Watts, our Sacramento advocate, subsequently met with the author's staff to discuss the request and testified on behalf of the Transportation Authority at the bill's hearing at the Assembly Transportation Committee on April 5, 2021.</p> <p>Recent amendments established goals that include prioritizing funding for individuals from low-income households and restricting eligibility to individuals and households with incomes below the maximum limits established in the existing Clean Vehicle Rebate Project. Presently the income cap above which households are ineligible to receive vehicle rebates are \$150,000 for single income tax filers, \$204,000 for head-of-household filers, and \$300,000 for joint filers. However, the \$10 million appropriation in cap and trade funds was also removed from the legislation, so a fund source would now have to be identified to implement the program.</p>

Table 3. Bill Status for Active Positions Taken in the 2021-22 Session

Updates to bills since the last Board meeting are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 3/30/2021)
Support	AB 117 Boerner Horvath D	Air Quality Improvement Program: electric bicycles.	<i>Assembly Transportation</i>
	AB 1499 Daly D	Transportation: design-build: highways.	<i>Assembly Transportation</i>
Oppose	AB 5 Fong R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.	<i>Assembly Transportation</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2021. Bill status at a House's "Desk" means it is pending referral to a Committee.

ASSEMBLY BILL 550 (CHIU)

SAFE STREETS ACT OF 2021

SUMMARY

Assembly Bill 550 protects the safety of vulnerable travelers on California roads by giving the cities of Los Angeles, Oakland, San Francisco, San Jose, and two additional southern California cities the option of piloting speed safety systems on sensitive or dangerous local streets.

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.

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 high numbers of fatal and severe crashes – otherwise known as a High Injury Network – are in regionally identified Communities of Concern. A high percentage of households with minority or low-income status, seniors, people with limited English proficiency, and people with disabilities reside in these communities and are disproportionately impacted by speeding. Children going to school, pedestrians and cyclists heading to work, and seniors attending to errands are at risk every day.

Traffic safety 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 authorizes six speed safety pilots, informed by consultation with local stakeholder groups, in the cities of Los Angeles, Oakland, San Francisco, San Jose, and two more southern California cities.

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, not law enforcement.
- **Area Limitations:** Speed safety systems may only be operated on a jurisdiction’s High Injury Network or within a half-mile of schools, senior zones, public parks, or recreation centers.
- **Privacy Protections:** Jurisdiction must adopt a policy setting out clear restrictions on the

use of data and provisions to protect, retain, and ultimately destroy 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.
- **Signage, Notice, and Warning Period:** Jurisdictions must clearly identify the presence of the speed safety system with signage, must administer a public information campaign for 30 days prior to the system becoming operational, and must issue warning notices rather than citations for the first 30 days of enforcement.
- **Citation Type:** Citations are civil in nature, not criminal, and shall not result in a point on a driver's record. Citations shall only be issued to drivers traveling at least 11 miles per hour over the posted speed limit.
- **Fine Amount:** The penalty amount is capped at \$50 for violations between 11-15mph over the limit, \$100 for violations between 15-25mph over, and \$200 for violations 25mph over. Vehicles going 100mph or more will receive a fine of \$500.
- **Adjudication:** Jurisdictions must provide for a hearing and administrative 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.
- **Thresholds for Continued Operation:** Systems may not be operated past the first 18 months of installation unless specific speed reduction thresholds are met.
- **Oversight and Evaluation:** Each jurisdiction must submit a report and evaluation to their governing body two years after the start of the program and at the program conclusion must provide an evaluation to the Legislature. 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.

SUPPORT

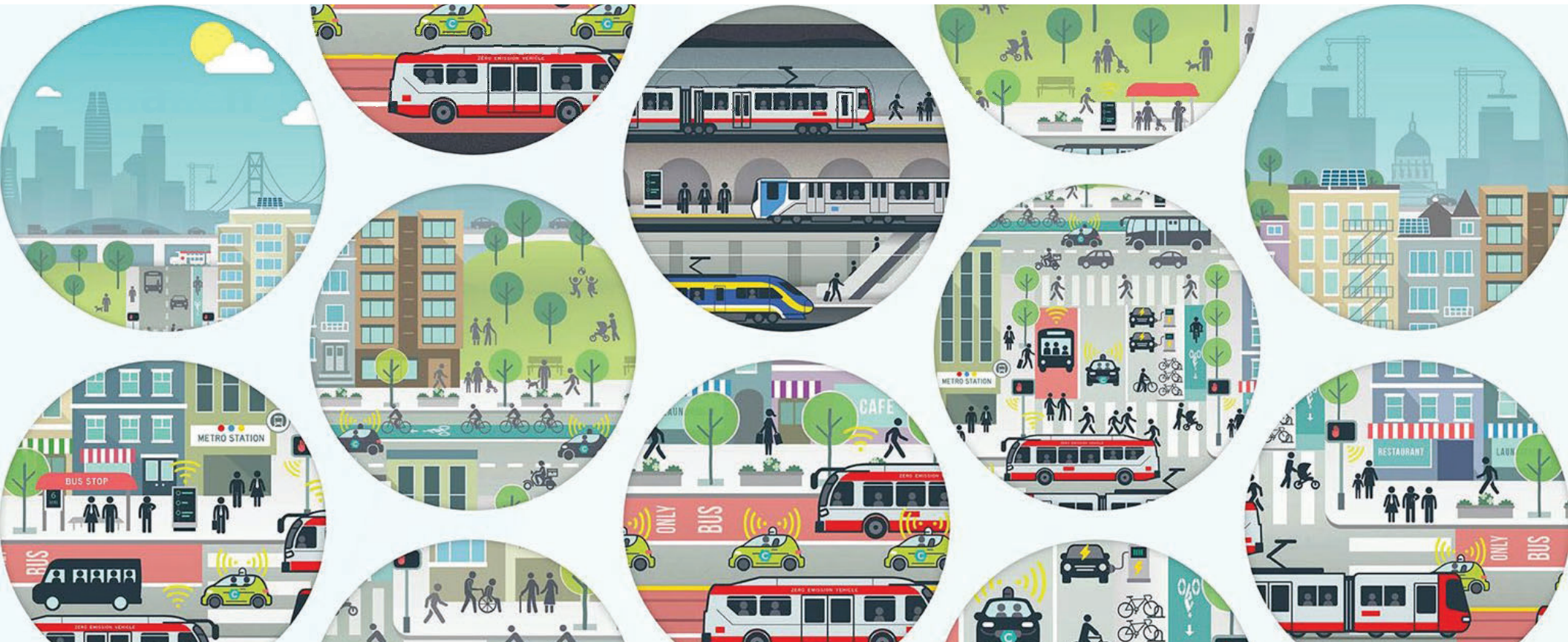
City of Los Angeles (cosponsor)
 City of Oakland (cosponsor)
 City of San Francisco (cosponsor)
 City of San José (cosponsor)
 Walk San Francisco (cosponsor)
 Advocates for Highway and Auto Safety
 Associated General Contractors of California
 Association of Bay Area Governments
 Barbary Coast Neighborhood Association
 Bike Bakersfield
 California City Transportation Initiative (CaCTI)
 CC Puede
 Chinatown Community Development Center
 Chinatown TRIP
 City of Alameda
 City of Berkeley
 City of Fremont
 City of Hayward
 City of Palm Springs
 City of Sacramento
 Conor Lynch Foundation
 East Cut Community Benefit District
 India Basin Neighborhood Association
 Japantown Task Force
 League of California Cities (Cal Cities)
 LightHouse for the Blind and Visually Impaired
 Livable City
 Lower Haight Merchants & Neighbors Association
 Marin County Bicycle Coalition
 Mayor Libby Schaaf, City of Oakland
 Mayor London Breed, City and County of San Francisco
 Metropolitan Transportation Commission
 National Association of City Transportation Officials
 National Safety Council
 Richmond Family Transportation Network
 San Francisco Bay Area Families for Safe Streets
 San Francisco Bicycle Coalition
 San Francisco Board of Supervisors
 San Francisco Community Radio/KXSF
 San Francisco Marin Medical Society
 Self-Help for the Elderly

Senior & Disability Action
Slow Down Napa
South Beach-Rincon-Mission Bay Neighborhood
Association
Southern California Families for Safe Streets
Spin
SPUR
Streets for All
Sylvia Bingham Fund
Tenderloin Community Benefit District
The Arc San Francisco
Vision Zero Network
Walk Bike Berkeley

FOR MORE INFORMATION

Nicole Restmeyer | Legislative Aide
Office of Assemblymember David Chiu
Nicole.Restmeyer@asm.ca.gov

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ConnectSF Draft Transit Strategy March 2021

ConnectSF

connectsf.org

ConnectSF@sfgov.org

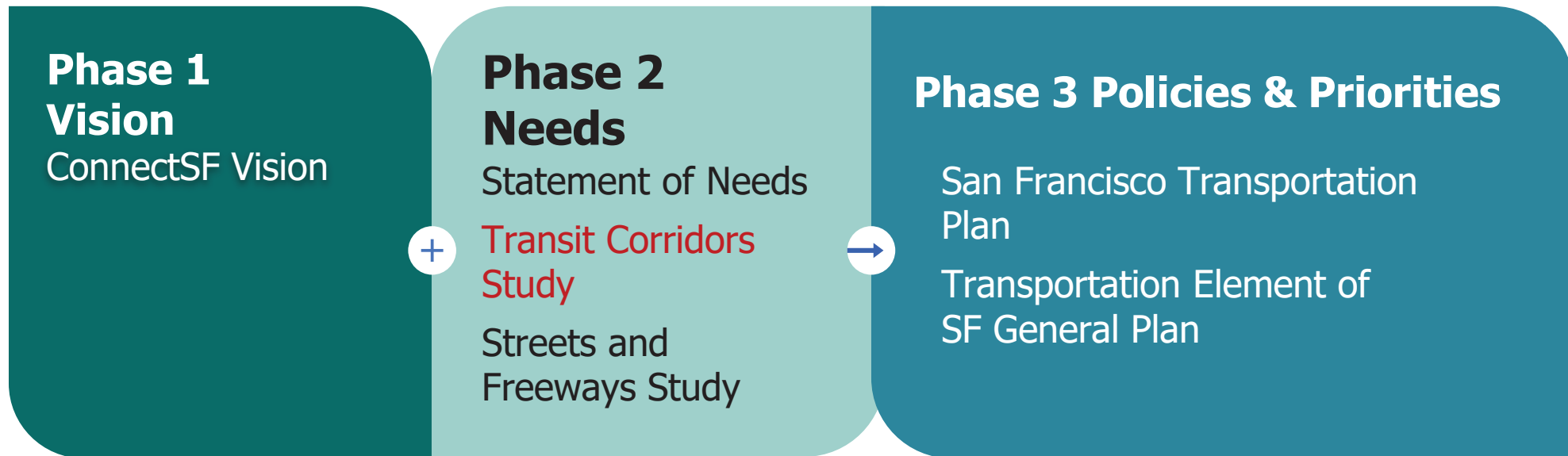
ConnectSF Background

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**



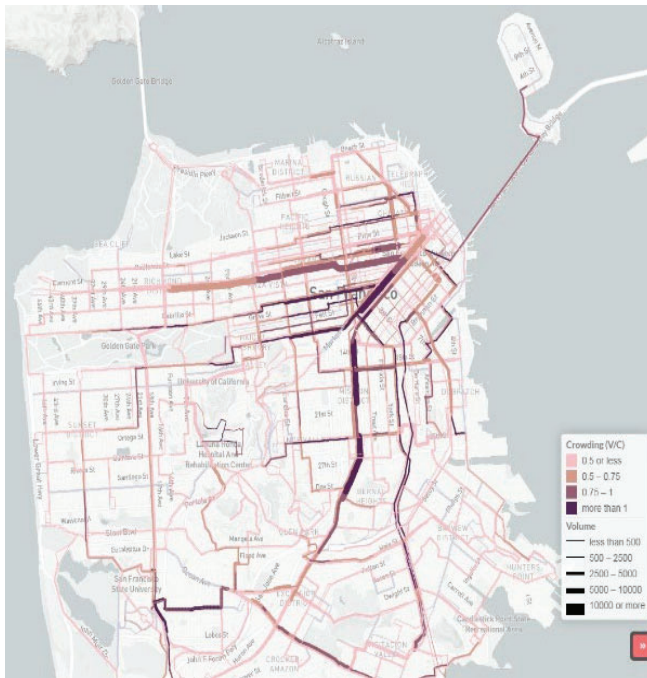
**Safety
and
Livability**



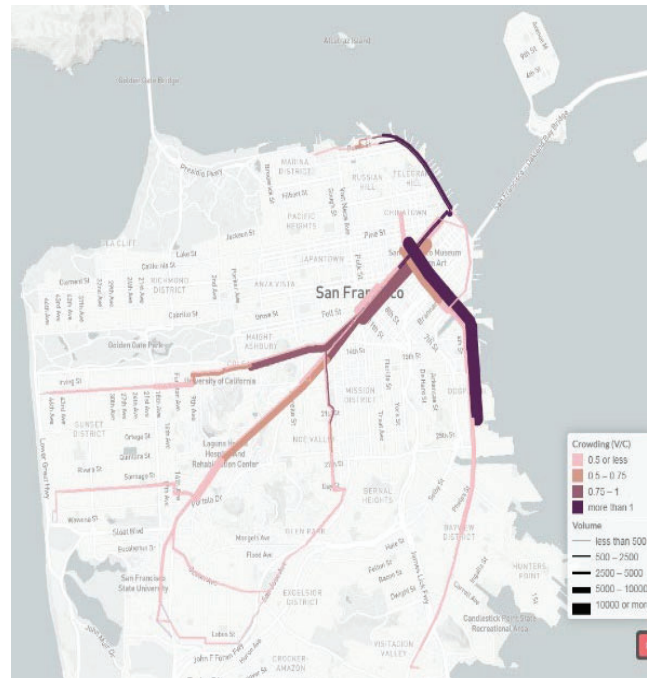
**Accountability
and
Engagement**

Without Investment – Increased Transit Crowding

2050 AM Bus



2050 AM Muni Rail

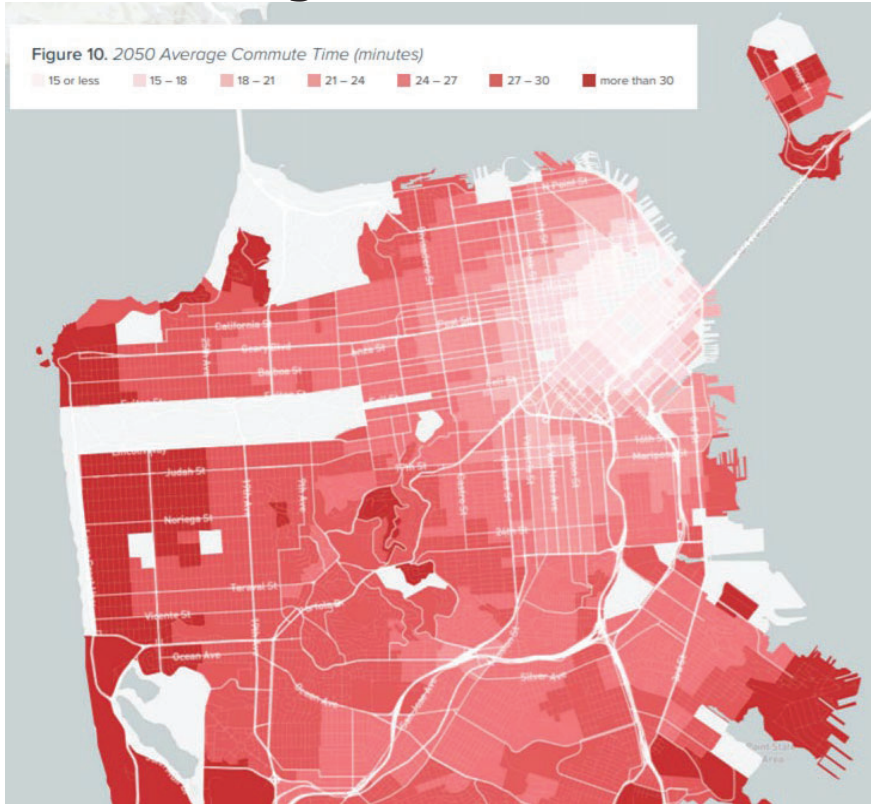


2050 AM Regional Transit

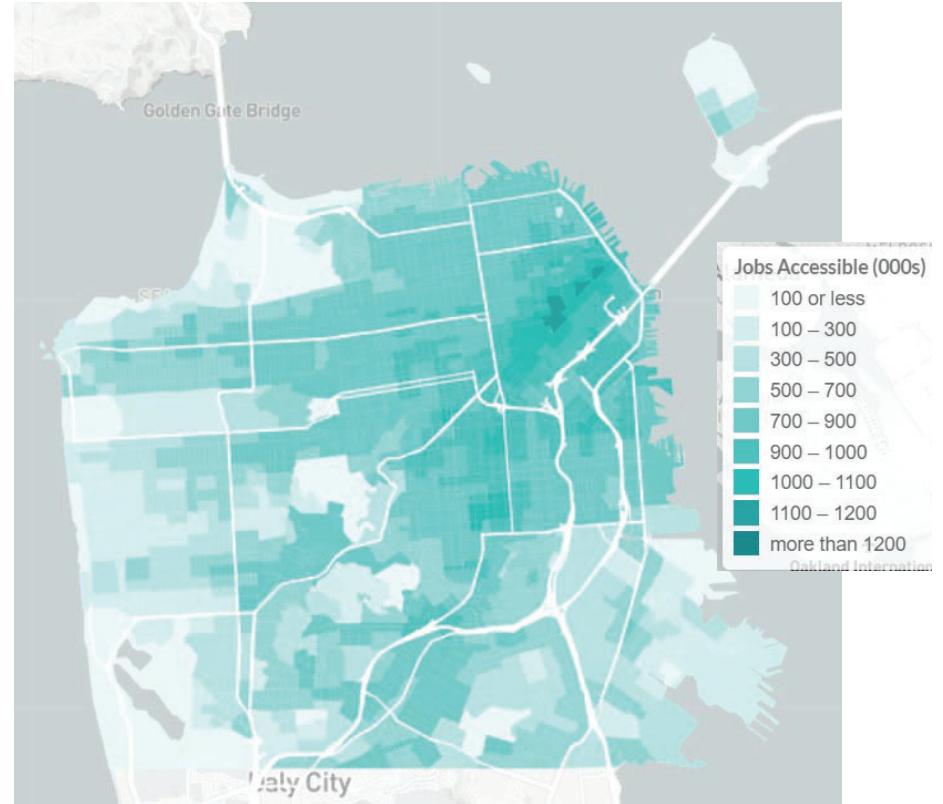


Without Investment – Growing Equity Concerns

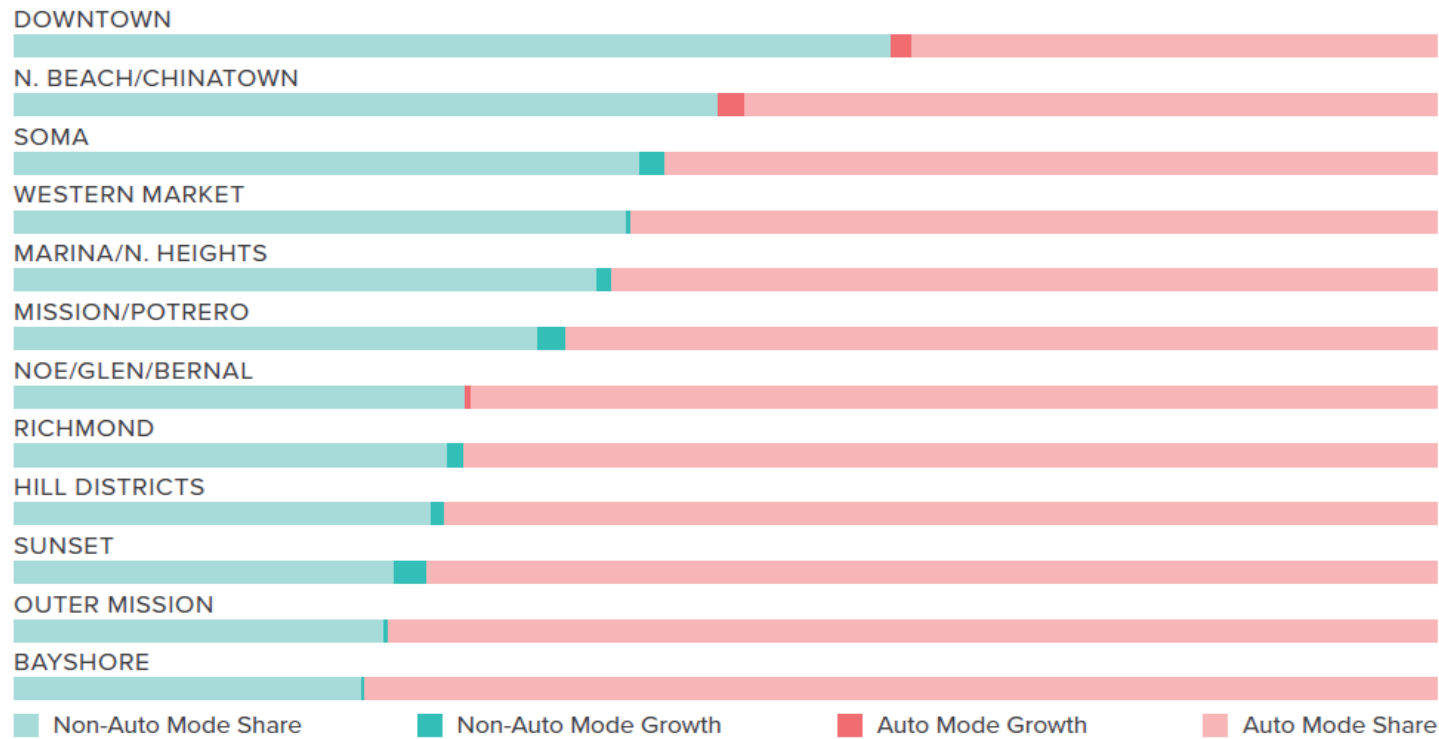
2050 Average Commute Time



2050 Accessible Jobs



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

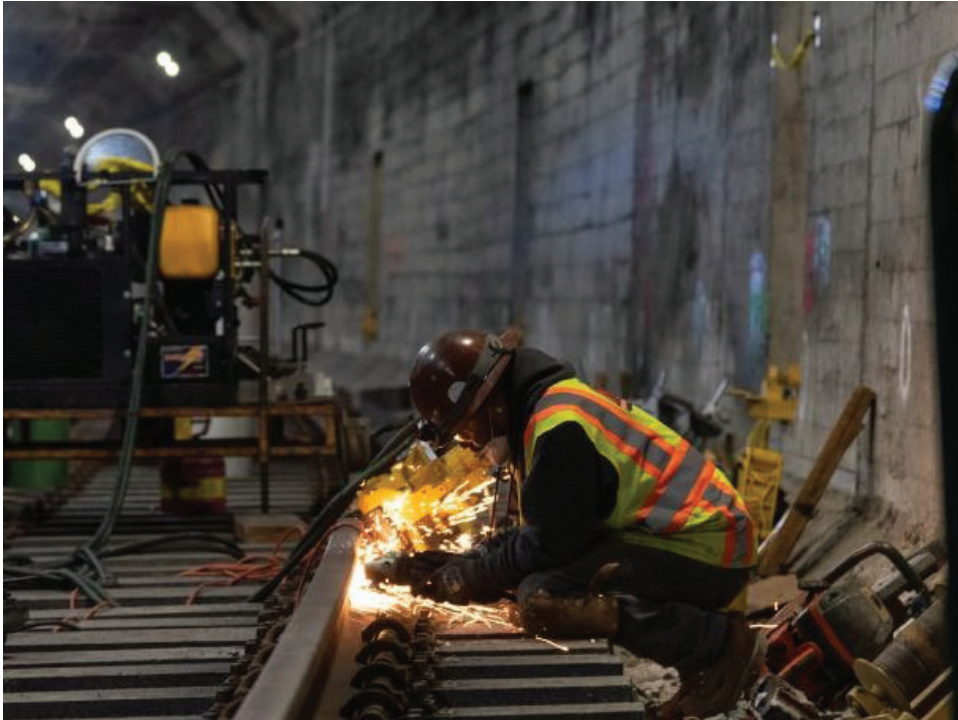
3

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

4

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

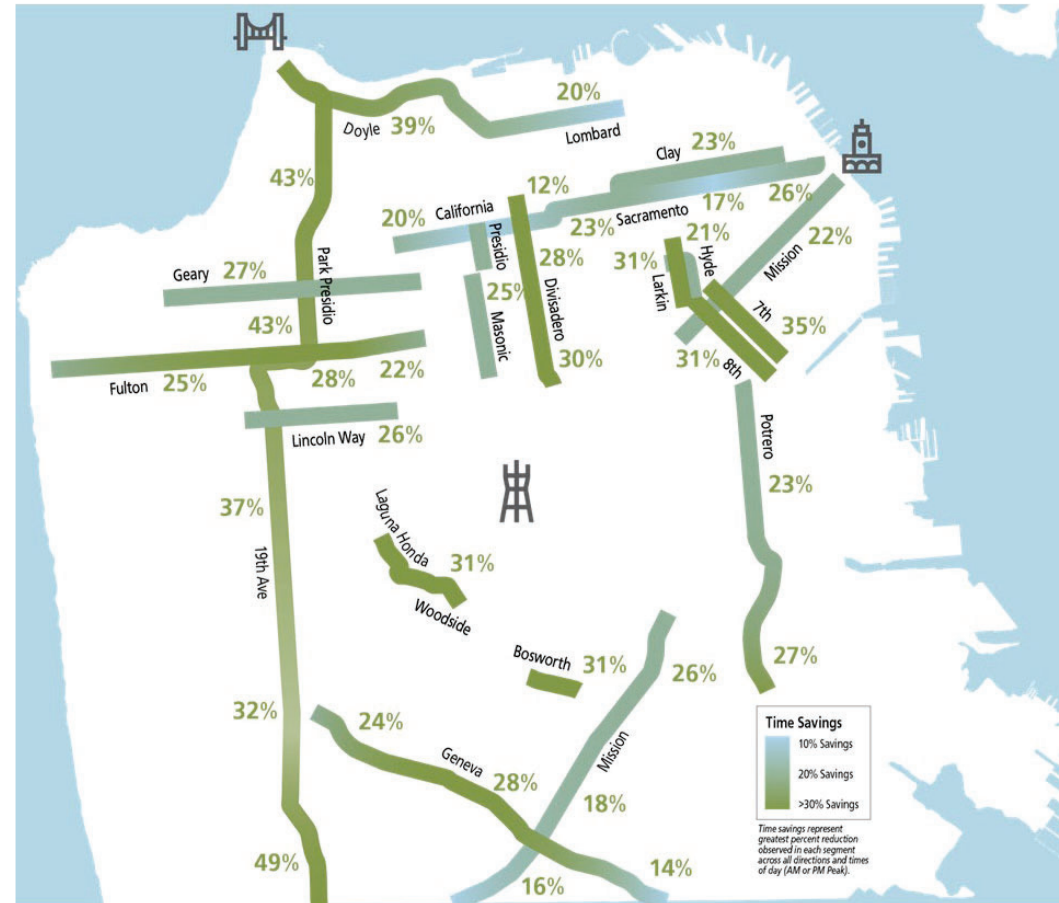
1 Maintain and Restore our Transit System



2

Preserve Travel Time Savings

When the pandemic began, congestion on our streets vanished, demonstrating the time savings riders get when buses aren't stuck in traffic.



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



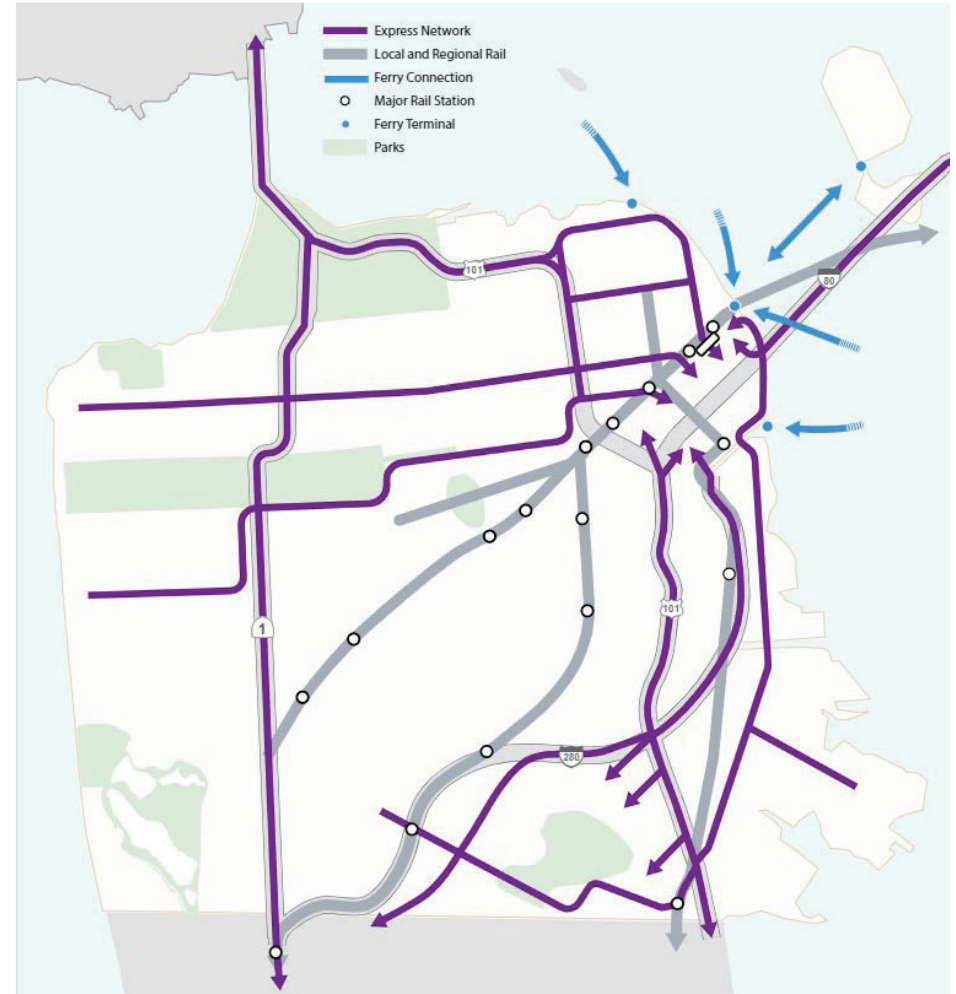
2 Regional and Local Express Service

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



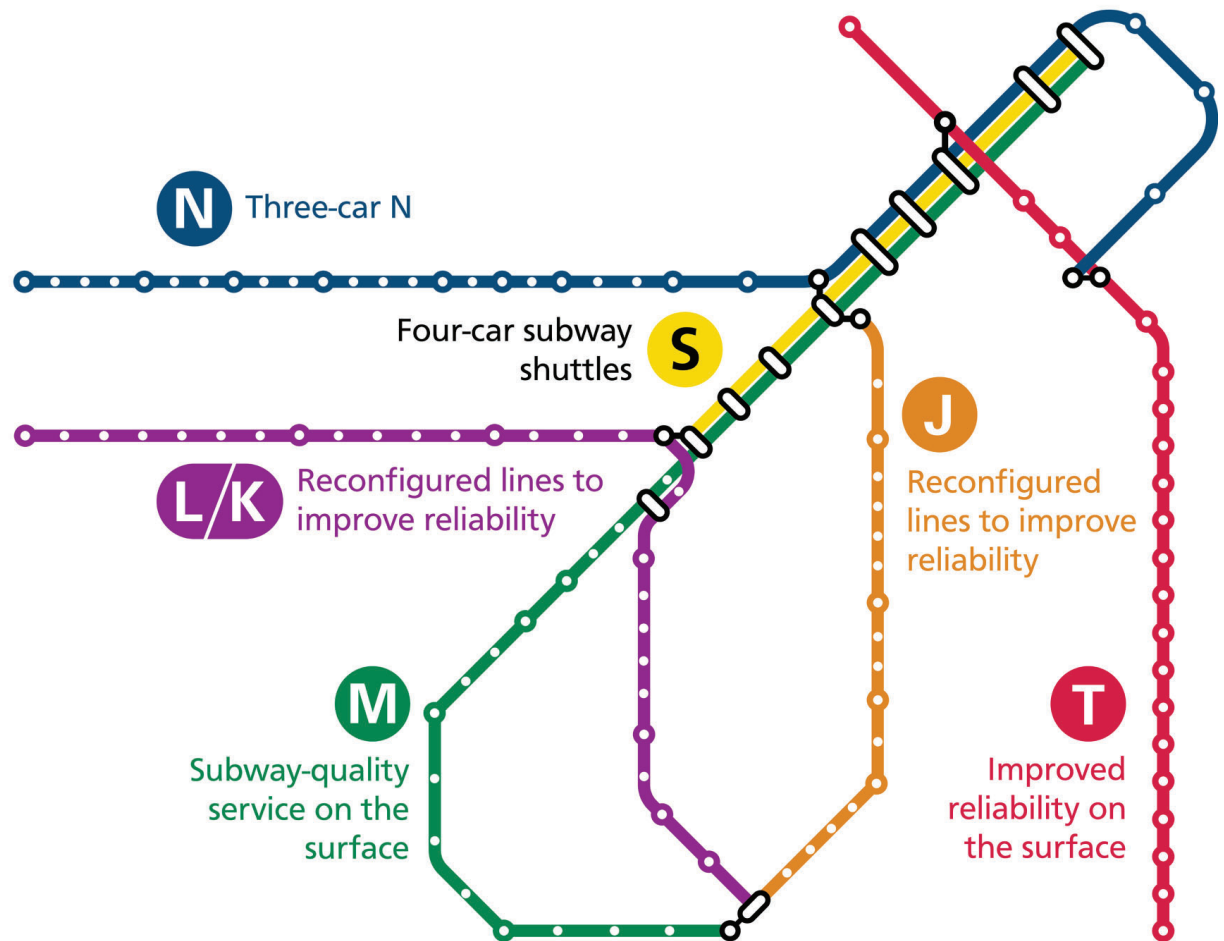
3 Renew and Modernize Our Rail System

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

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**.

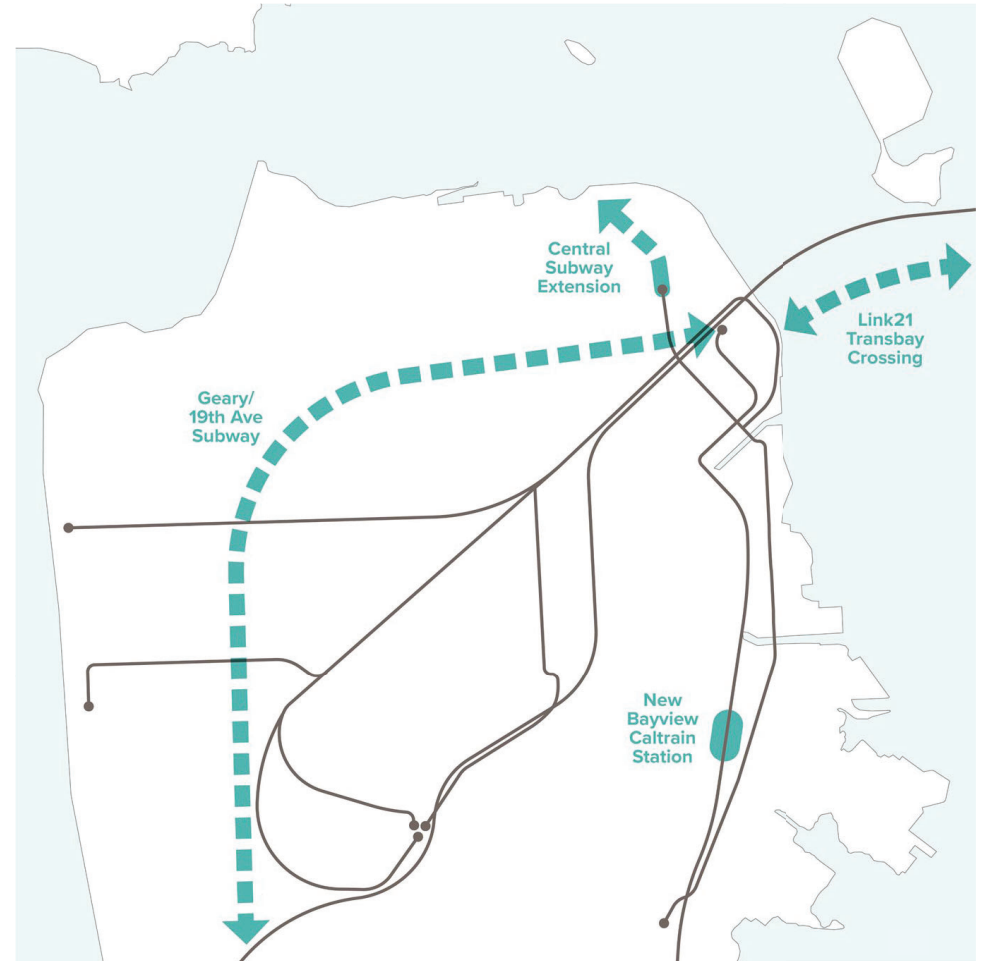


4

Build Rail to SF's Busiest Places



ConnectSF

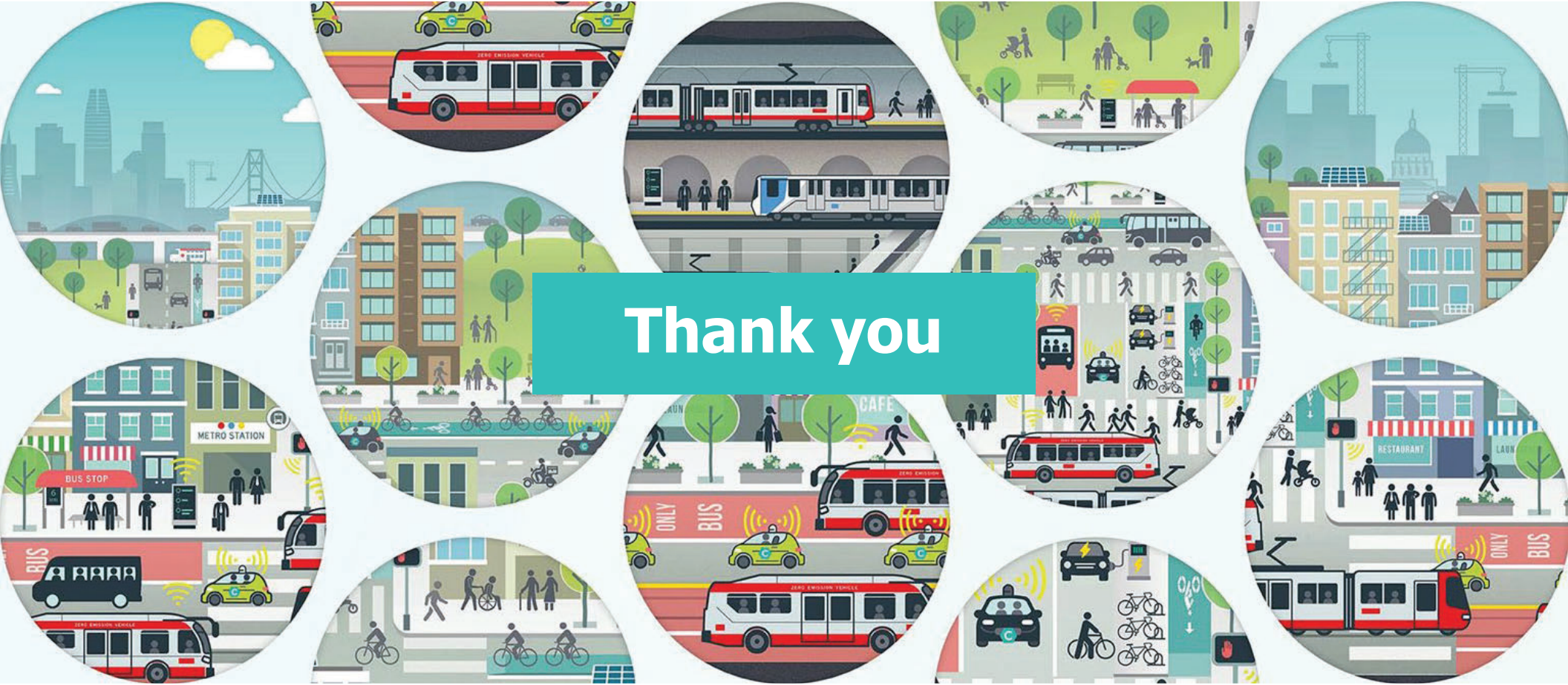


Outreach

- Transit Investment Strategy available at [ConnectSF.org](https://connectsf.org)
 - Available in four languages – English, Chinese, Spanish, and Filipino
- Ongoing presentations
 - Futures Task Force & Citywide Workshop conducted in April
 - Working with community-based organizations to distribute survey
 - Conducting neighborhood and community group meetings as requested

What's Next?

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



Thank you

ConnectSF

Website:
connectsf.org

Email:
connectsf@sfgov.org



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO PROGRESS UPDATE

April 27, 2021

Ryan Reeves, SFMTA Vision Zero Program Manager

AGENDA

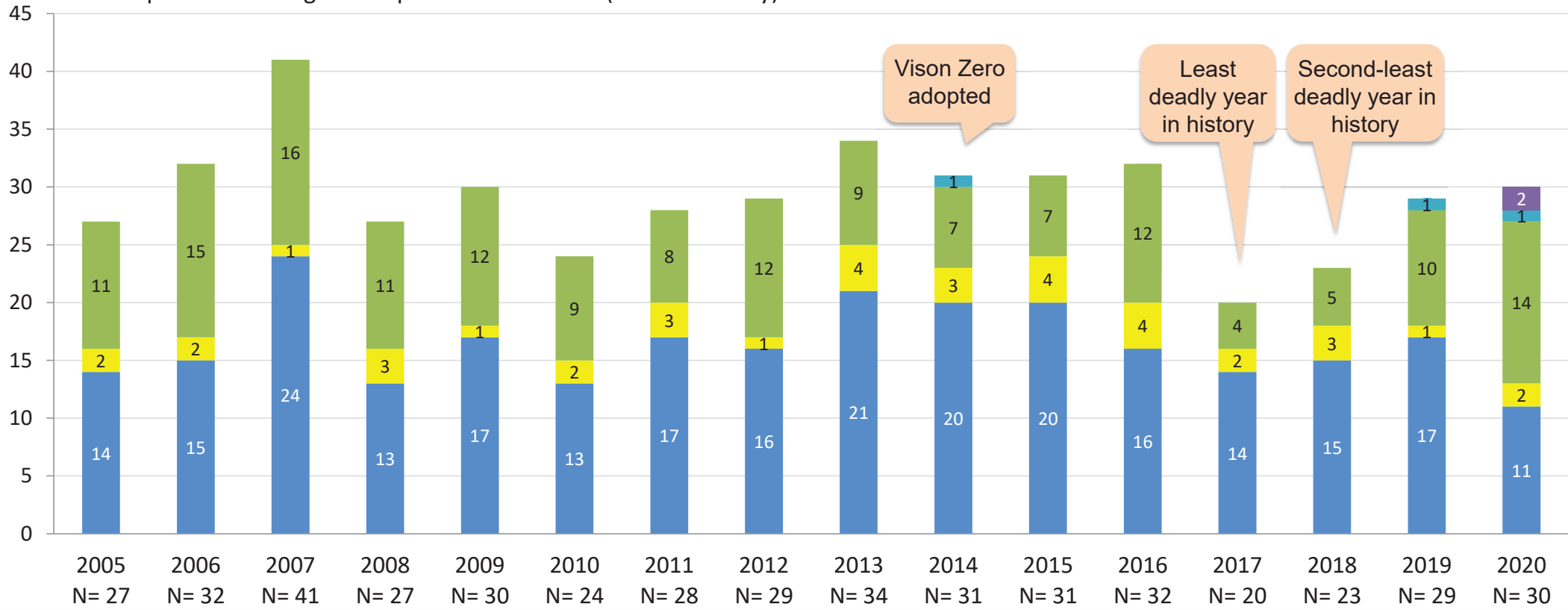
1. 2020 Trends & Progress
2. 2021 Look Ahead
3. Action Strategy Update & Next Steps

2020 UPDATE



30 TRAFFIC-RELATED DEATHS IN 2020

- People Killed While Walking
- People Killed in Vehicles
- People Killed Riding Standup Powered Devices (Micro-mobility)
- People Killed While Biking
- People Killed While Skateboarding



80+ MILES CITYWIDE AND 30+ MILES ON THE HIN IN 2020

Expanded corridor work

- 14 Quick Builds completed – over 10 miles of streets
- 6.5 miles of protected bike facilities
- Lowered speed limits on 11 miles of city streets

Advanced systemwide upgrades

- 150+ signals updated for slower walking speeds
- 350+ continental crosswalk upgrades
- 500+ daylighting intersections
- 65 signals upgraded with leading pedestrian intervals

Expanded in-language education & outreach

- Chinese language campaigns – Safe Streets Year of the Rat
- Left Turns traffic calming neighborhood campaign



2021 LOOK AHEAD



TRANSFORMATIVE POLICIES



AB 550 (Chiu): Safe Streets Act of 2021

- Develop guidelines for speed safety camera programs
- Allow local streets pilots
- Includes equity and privacy protections

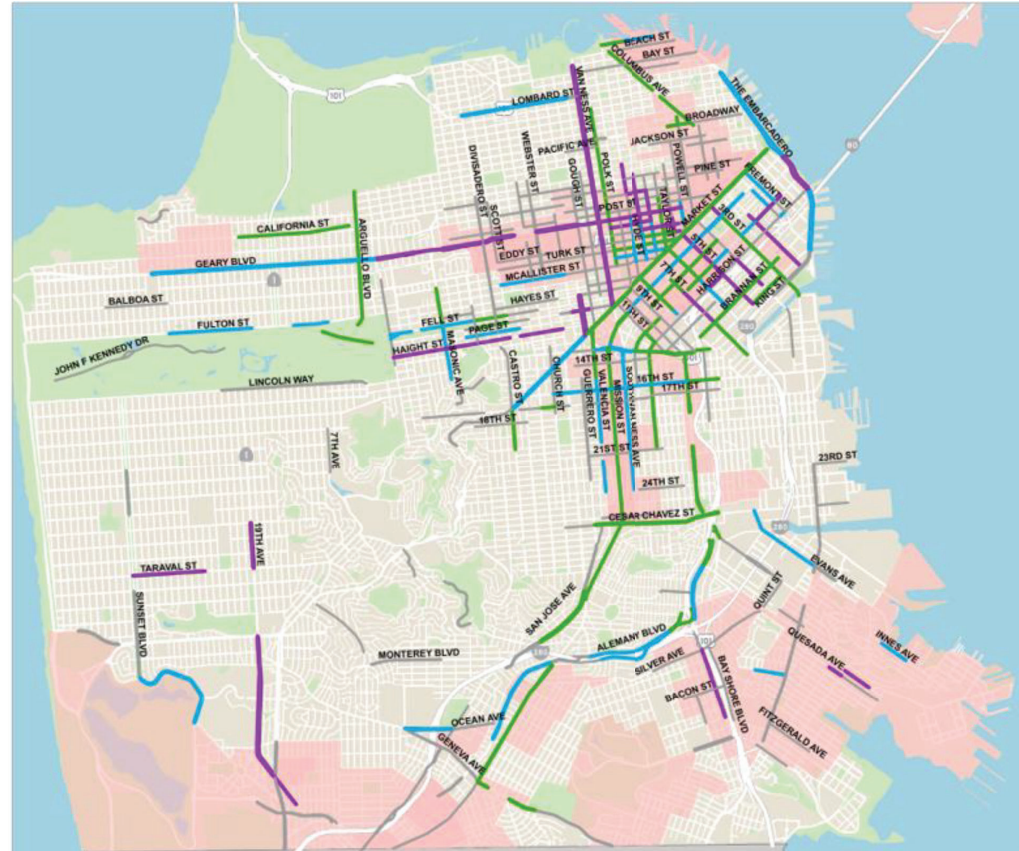
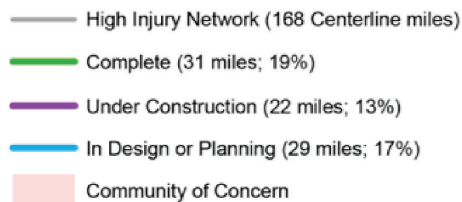


AB 43 (Friedman): Speed Limit Setting

- Allow more flexibility for how speed limits are set, including on the High Injury Network, in business districts, and near vulnerable populations

SAFE STREETS

- Expanding Quick Build Corridors
- Accelerating Proven Systemwide Tools
- Exhausting Authority & Innovating to Lower Speeds



80+ Miles Corridor Improvements on the High Injury Network completed, planning or construction as of 2020

EXPANDING QUICK BUILD PROGRAM

- 10+ Quick Builds (\$4-5 Million Annually)



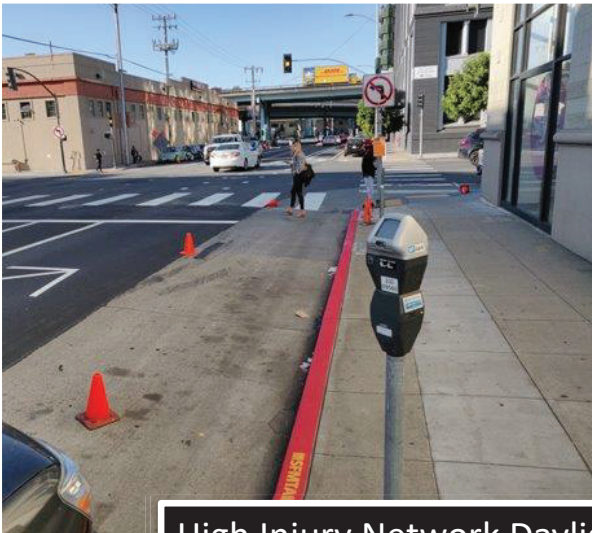
Townsend Quick Build



Howard St. Quick Build

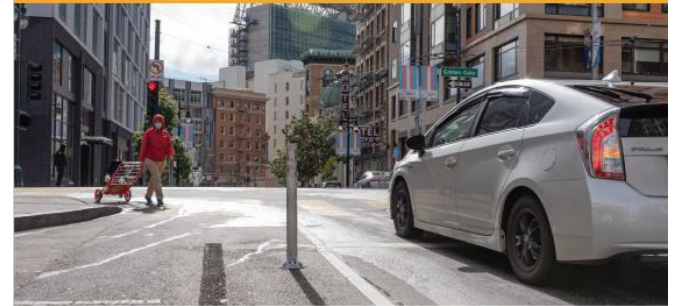
ACCELERATING SYSTEMWIDE TOOLS

- 500+ daylighting intersections
- 50+ No Turn on Red restrictions
- 175+ signal timing updates, incl. Leading Pedestrian Intervals and slower walking speeds



High Injury Network Daylighting

SAFE SPOT



NO TURN ON RED:

Keep crosswalks open for people walking and rolling.

NO VOLTEAR EN ROJO:
Mantenga los cruces
peatonales libres para
las personas que
caminan y ruedan.

紅燈時禁止轉彎：
保持馬路暢通，
以便行人橫過馬路

BAWAL LUMIKO KAPAG
PULA ANG ILAW:
Panatiliing bukas ang
mga tawiran para sa mga
naglalakad at gumagamit
ng de-gulong na kagamitan.

This street improvement
brought to you by Vision Zero SF.
#VisionZeroAtWork

VISIONZEROSF.ORG



EXHAUSTING AUTHORITY & INNOVATING TO LOWER SPEEDS

- City’s first 20 MPH neighborhood wide speed reduction in the Tenderloin
- Support AB43 which will increase flexibility to lower speeds
- Pursuit of speed safety systems legislation



SPEED
LIMIT
20

Tenderloin Traffic Safety Improvements Coming

Reduced Speed Limits and No Turn on Red

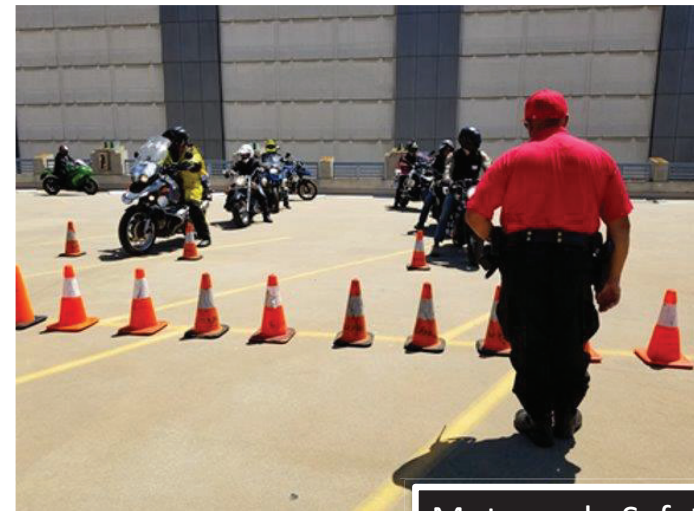


311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / 無料の言語支援 / 311 免費語言協助 / 311 免費語言協助 / 311 免費語言協助 / 311 免費語言協助

ADVANCING TARGETED EDUCATION CAMPAIGNS



Safety – It’s Your Turn Campaign



Motorcycle Safety Training



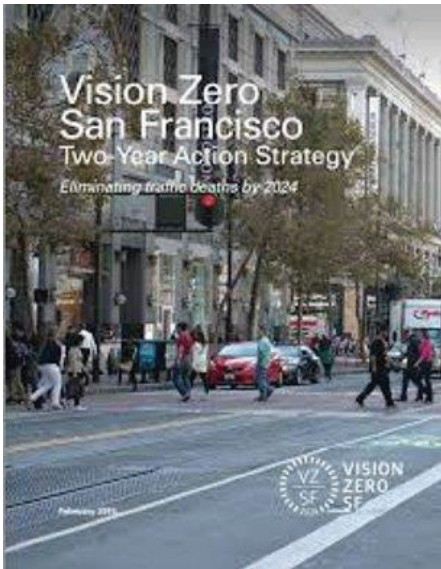
Youth Voices for Vision Zero

Youth Voices for Vision Zero SF
 Traffic safety messages designed by Youth Art Exchange students, project funded by Supervisor Hoanran. View as part of the 2020 District 7 participatory budget process.
 Designed by Casey Tang, Abraham Lincoln High School, using cyanotypes, hand-carved block print, and digital platforms.

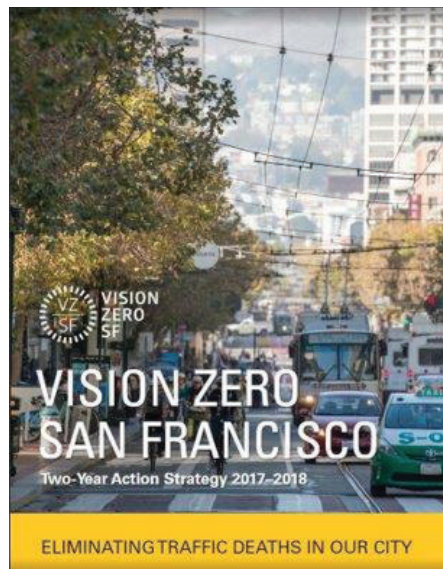
ACTION STRATEGY UPDATE



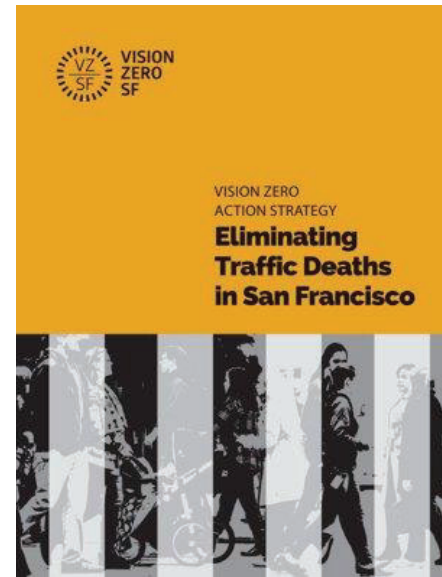
VISION ZERO STRATEGY UPDATE



2015
What is Vision Zero?



2017
Defining a Safe Systems Approach



2019
Advancing Transformative Policies

2021
Vision Zero Action Strategy Update

OUTREACH SUMMARY

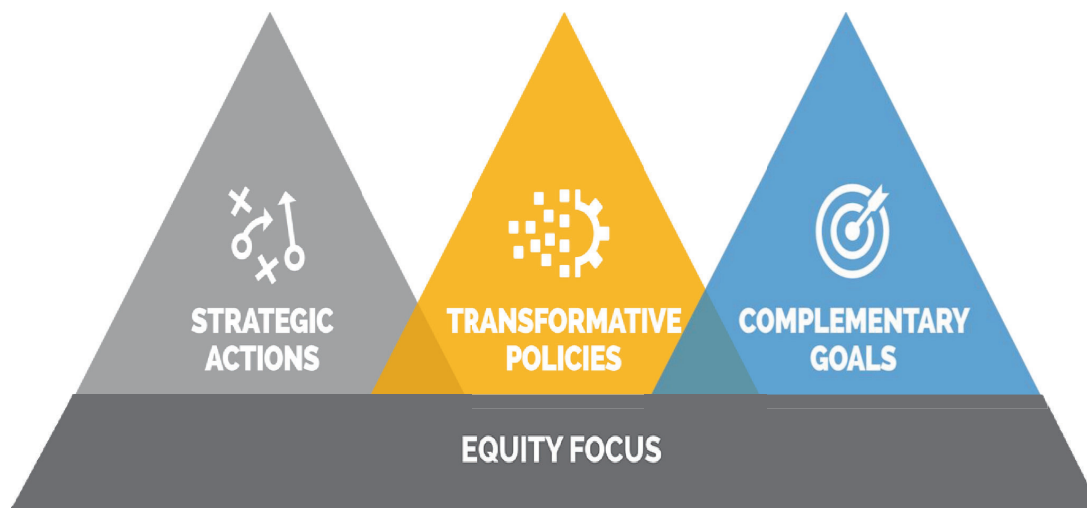
Gathered new ideas and priorities through:

- **Online Story Map/Open House in English, Spanish, Chinese, and Filipino**
- **400+ Community Survey Responses, including in English, Spanish, Chinese, and Filipino**
- **Four Community Virtual Office Hours**
- **Six Community Virtual Presentations**
- **Letters with Support from 40+ Organizations**



OUTREACH DISCUSSION QUESTIONS

- Where should we continue to **focus our resources**?
- What **new strategies** should we consider to slow speeds, change traffic safety culture and ensure safer vehicles?
- How can we ensure our **commitment to equity**?



Saving Lives



Prevention



Equity



Slowing Speeds



Safe Streets



Safe People and Safe Vehicles

KEY THEMES FROM OUTREACH

- **Slow speeds through street re-design** (quick builds and traffic calming) and decreasing speed limits on streets
- **Reducing conflicts at intersections** for vulnerable road users
- Expand **Slow Streets** program to support mode shift
- Use **speed detection systems** to support traditional enforcement
- Focus **education on the most dangerous driving** behaviors
- Focus investments in **Communities of Concern** and the **High Injury Network**

TIMELINE FOR UPDATING THE STRATEGY





Thank you!

VISIONZEROSF.ORG

Safe Streets for All

2020 Report



CITY & COUNTY OF SAN FRANCISCO

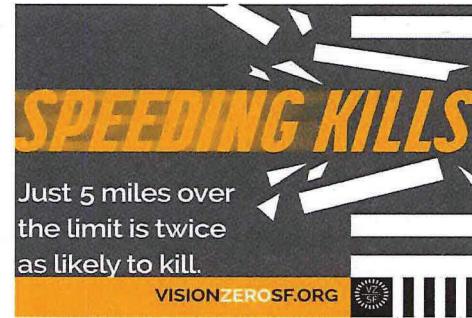
Police Department
Traffic Division

February 2021

VISION ZERO SF PARTNERS

2

Safety with Respect



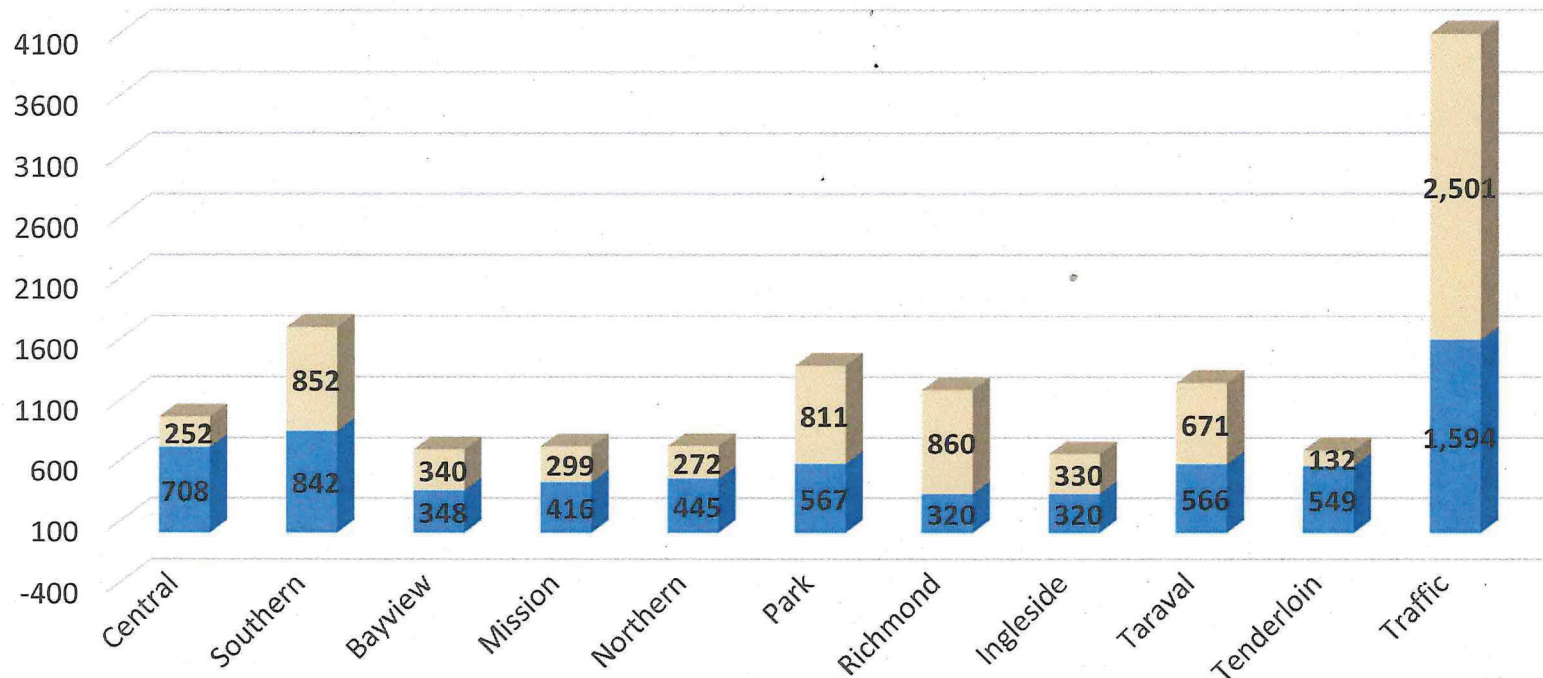
San Francisco Department of Public Health



San Francisco Municipal Transportation Agency

VIOLATION COMPARISONS YEAR TO DATE

TRAFFIC VIOLATIONS & FOCUS ON THE FIVE VIOLATIONS January 2020 - December 2020



Violation Totals	960	1,694	688	715	717	1,378	1,180	650	1,237	681	4,095
% of Focus on Five Violations	26%	50%	49%	42%	38%	59%	73%	51%	54%	19%	61%

Department Wide Totals:

Traffic Violations Totals: 13,995

Focus on Five Violations Totals: 7,320 (52%)

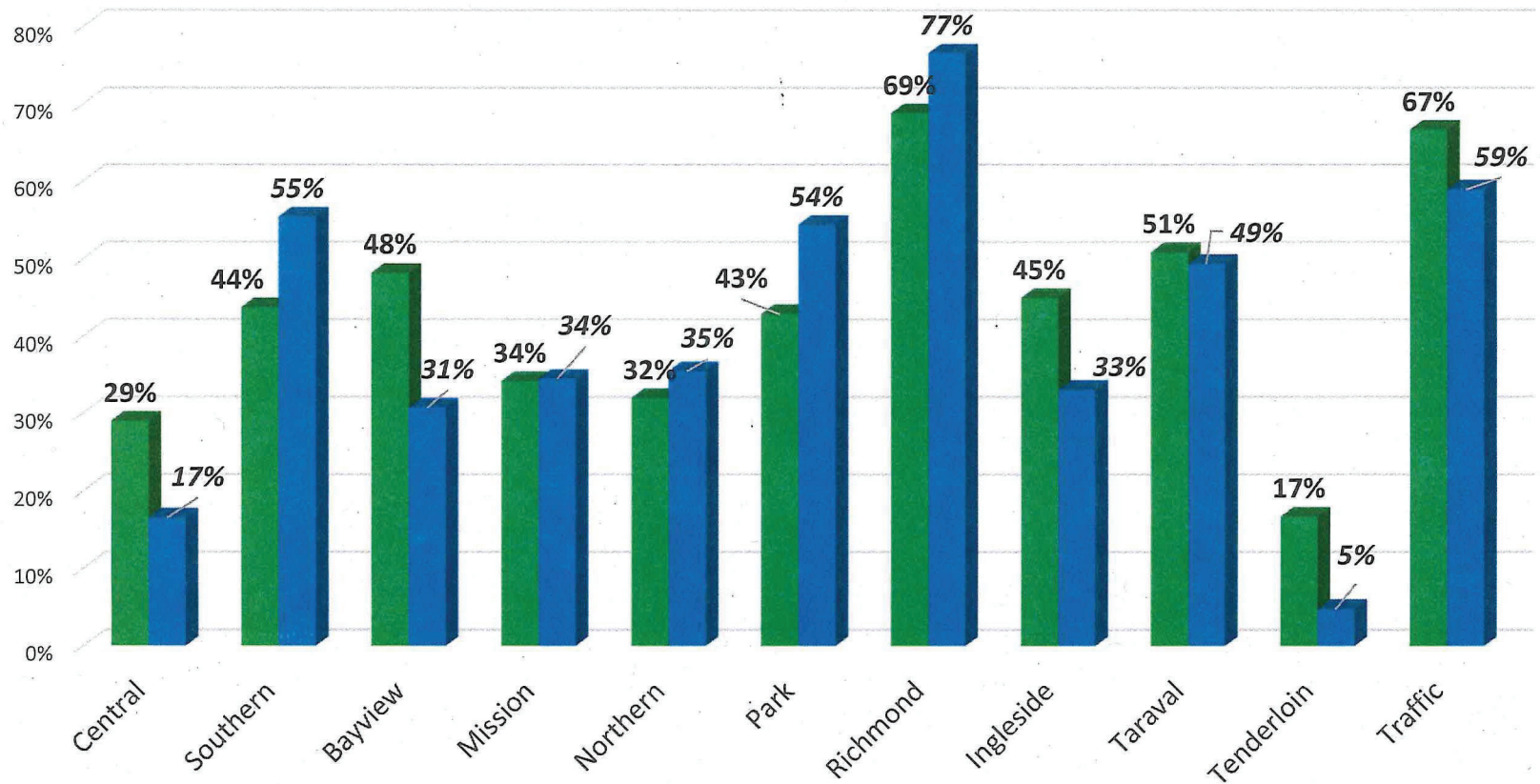
FOCUS ON THE FIVE TRAFFIC VIOLATIONS

4

Safety with Respect

Focus on 5 Percentage

■ % Focus on 5 - 2019 Q4 ■ % Focus on 5 - 2020 Q4

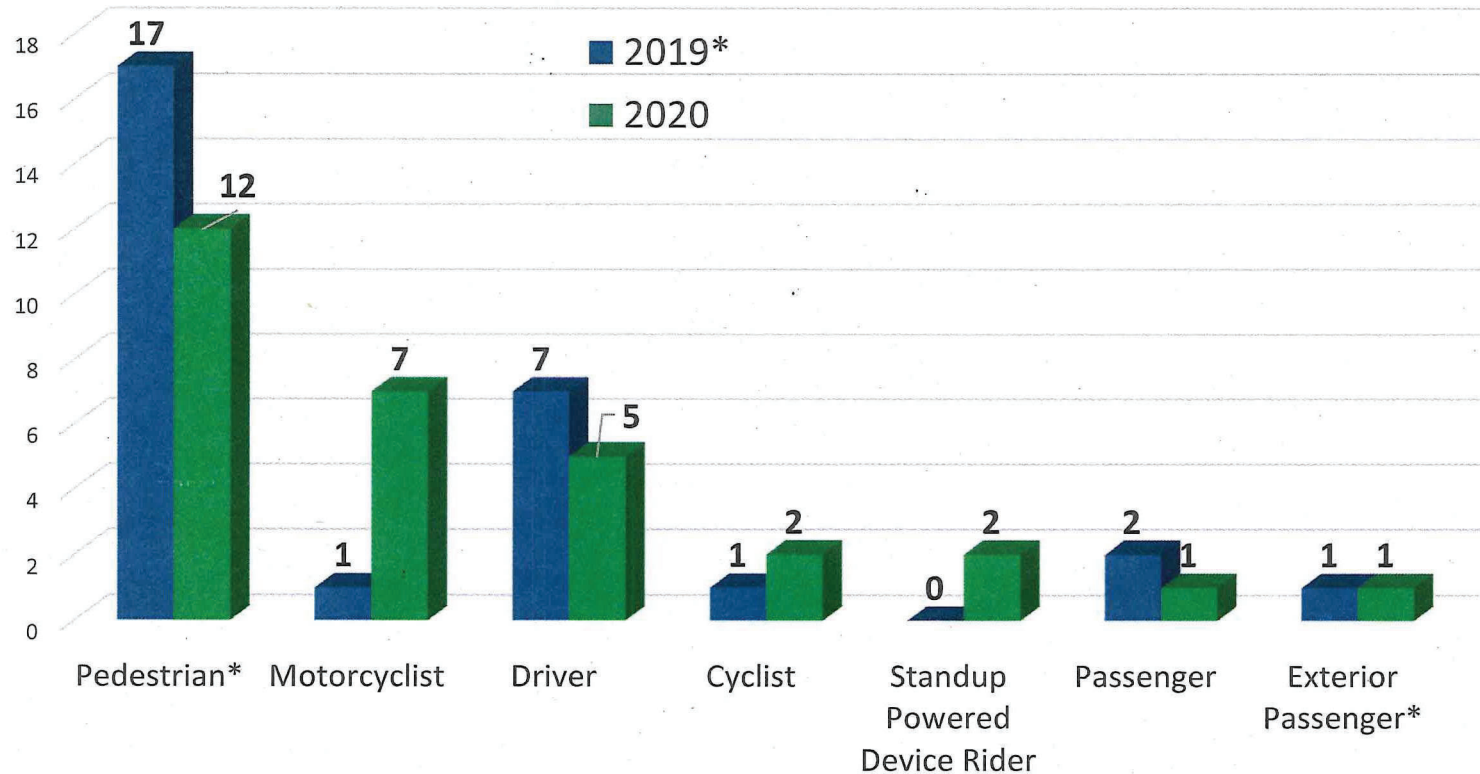


2019 Q4: 52.5%

2020 Q4: 49.3%

VISION ZERO TRAFFIC FATALITIES

SF Vision Zero Traffic Fatality: 2019 vs 2020



*In statistics of 2019 – Reclassified a pedestrian victim to an exterior passenger.

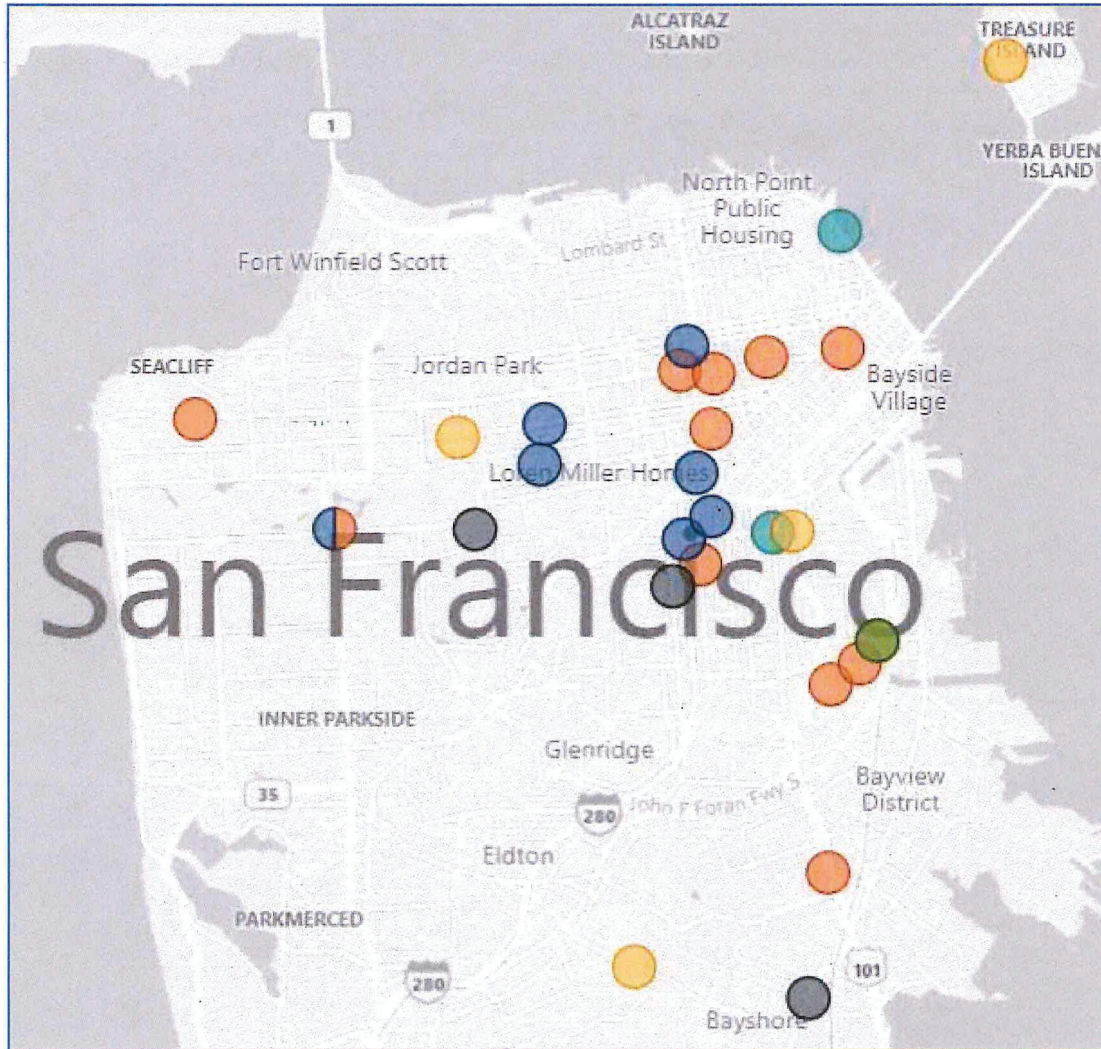
2019 Year-To-Date Total: 29

2020 Year-To-Date Total: 30

VISION ZERO FATALITIES

6

Safety with Respect



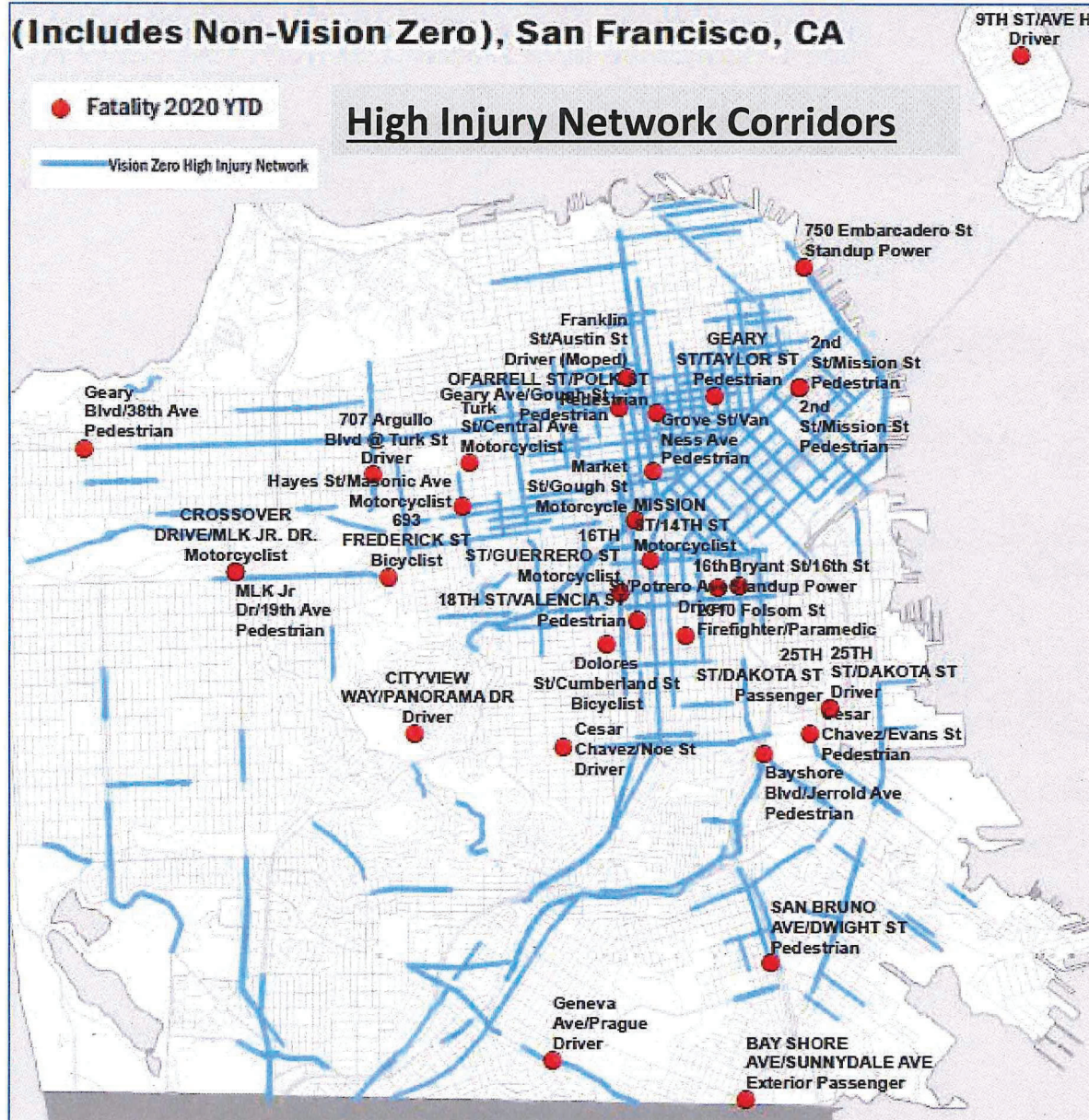
2020

Type of Victims	Total Count	%
Pedestrian	12	40%
Motorcyclist	7	23%
Driver	5	17%
Cyclist	2	7%
Standup Powered Device Rider	2	7%
Passenger	1	3%
Exterior Passenger	1	3%
Grand Total	30	100%

- Standup Powered Device Rider
- Pedestrian
- Driver
- Passenger
- Cyclist
- Motorcyclist
- Exterior Passenger

1. Two victim (driver & passenger) collision occurred on 4/21/2020 at 25th Street/Dakota Street.
2. Two pedestrian victim collision occurred on 12/31/2020 at 2nd Street/Mission Street.

VISION ZERO TRAFFIC FATALITIES 2020



Type of Victims	Total Count	%
Pedestrian	12	40%
Motorcyclist	7	23%
Driver	5	17%
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Standup Powered Device Rider	2	7%
Passenger	1	3%
Exterior Passenger	1	3%
Grand Total	30	100%

1. Two victim (driver & passenger) collision occurred on 4/21/2020 at 25th St at Dakota St.
2. Two pedestrian victim collision occurred on 12/31/2020 at 2nd St at Mission Street.

SF VISION ZERO TRAFFIC FATALITY LOCATIONS

8

Safety with Respect

<u>Vision Zero Collision</u>	<u>Location</u>	<u>Collision Type</u>	<u>Primary Collision Factor</u>
1	9th Street and Avenue H	Vehicle vs. Object	22350 CVC
2	Bayshore and Sunnydale Ave.	Other (LRV) vs. Person riding outside a transit Vehicle (LRV)	N/A
3	Mission Street and 14th Street	Vehicle vs. Motorcycle	21755(a) CVC
4	O'Farrell Street and Polk Street	Vehicle vs. Pedestrian	21950(a) CVC
5	Taylor Street and Geary Blvd.	Vehicle vs. Pedestrian	21950(a) CVC
6	18th Street and Valencia Street	Vehicle vs. Pedestrian	21950(a) CVC
7	16th Street and Guerrero Street	Motorcycle vs. Vehicle	21453(a) CVC
8	25th Street and Dakota Street	Single Vehicle	22350 CVC
9	25th Street and Dakota Street	Single Vehicle	22350 CVC
10	693 Frederick Street	Vehicle vs. Bicycle	22517 CVC
11	San Bruno Ave. and Dwight Street	Vehicle vs. Pedestrian	21453(d) CVC
12	Crossover Drive and MLK Jr. Dr.	Motorcycle vs. Vehicle	22350 CVC
13	Grove Street and Van Ness Ave.	Vehicle vs. Pedestrian (wheelchair)	21456(c) CVC
14	Dolores Street and Cumberland Street	Bicycle vs. Pedestrian (Skateboarder)	22350 CVC
15	Bayshore Blvd. and Jerrold Ave.	Vehicle vs. Pedestrian	21954(a) CVC
16	MLK Jr. Dr. and 19th Ave.	Vehicle vs. Pedestrian (Skateboarder Fell Off)	Other Improper Driving* 7.2.13(c)(3) TC (TC=CCSF Traffic Code)
17	Geary Ave. and Gough Street	Vehicle vs. Pedestrian	21453(a) CVC
18	Geneva Ave. and Prague Street	Vehicle vs. Vehicle	21453(a) CVC
19	Turk Street and Central Ave.	Vehicle vs. Motorcycle	22350 CVC
20	Cesar Chavez Street and Evans Avenue	Pedestrian vs. Vehicle	21954(b) CVC
21	Turk Boulevard and Arguello Boulevard	Vehicle vs. Object (Building)	22350 CVC
22	Masonic Avenue and Hayes Street	Motorcycle vs. Vehicle	Unknown
23	Franklin Street at Bush Street	Motorcycle (50 cc engine scooter) vs. Parked Vehicle	22350 CVC
24	16th Street and Potrero Avenue	Vehicle vs. Vehicle	21804(a) CVC
25	38th Avenue and Geary Boulevard	Pedestrian vs. Vehicle	21950(a) CVC
26	16th Street and Bryant Street	Electric Scooter (SPIN stand-up) vs. Vehicle	21453(a) CVC
27	700 Block Embarcadero	Electric Scooter (Lime stand-up) vs. Object (concrete bench)	None
28	Mission Street and 2nd Street	Pedestrian vs. vehicle	23152(a) CVC
29	Mission Street and 2nd Street	Pedestrian vs. vehicle	23152(a) CVC
30	Market Street and Gough Street	Solo Motorcycle Collision	22350 CVC

CALIFORNIA VEHICLE CODE REFERENCE

- 21453(a) Vehicle Red light
- 21453(d) Pedestrian Red light
- 21456(c) Do not cross against steady DON'T WALK display
- 21804(a) Yield when entering from alley
- 21950(a) Vehicle yield to Pedestrian
- 21954(b) Pedestrian yield so not to create a hazard
- 22107 Unsafe Lane Change
- 22350 Speeding
- 22517 Unsafe door opening
- 23152(a) Driving under the influence
- 7.2.13(c)(3) TC Other Improper Driving (TC=CCSF Traffic Code)

Thank you.

Questions?

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Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO SF: 2020 TRAFFIC FATALITY REPORT



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

April 27, 2021

TA Board

Shamsi Soltani, MPH, San Francisco Dept. of Public Health



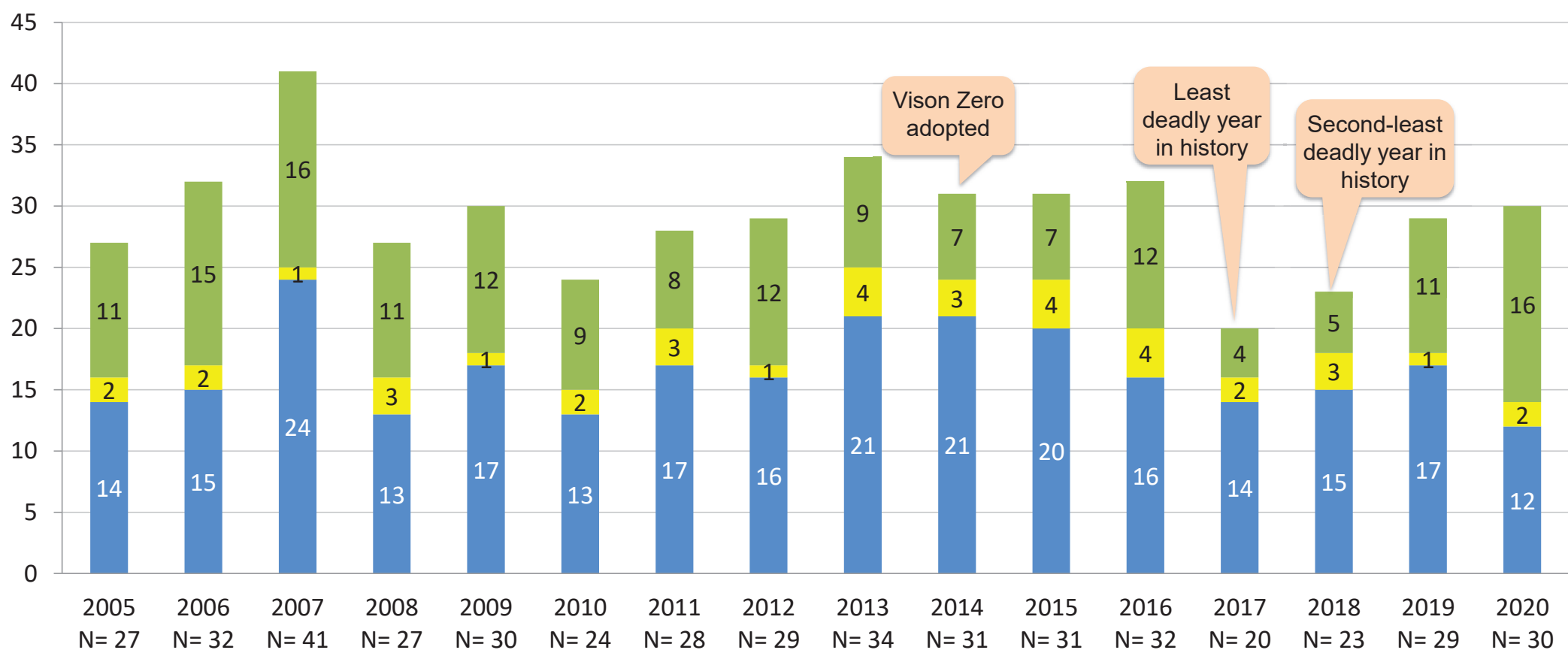
POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



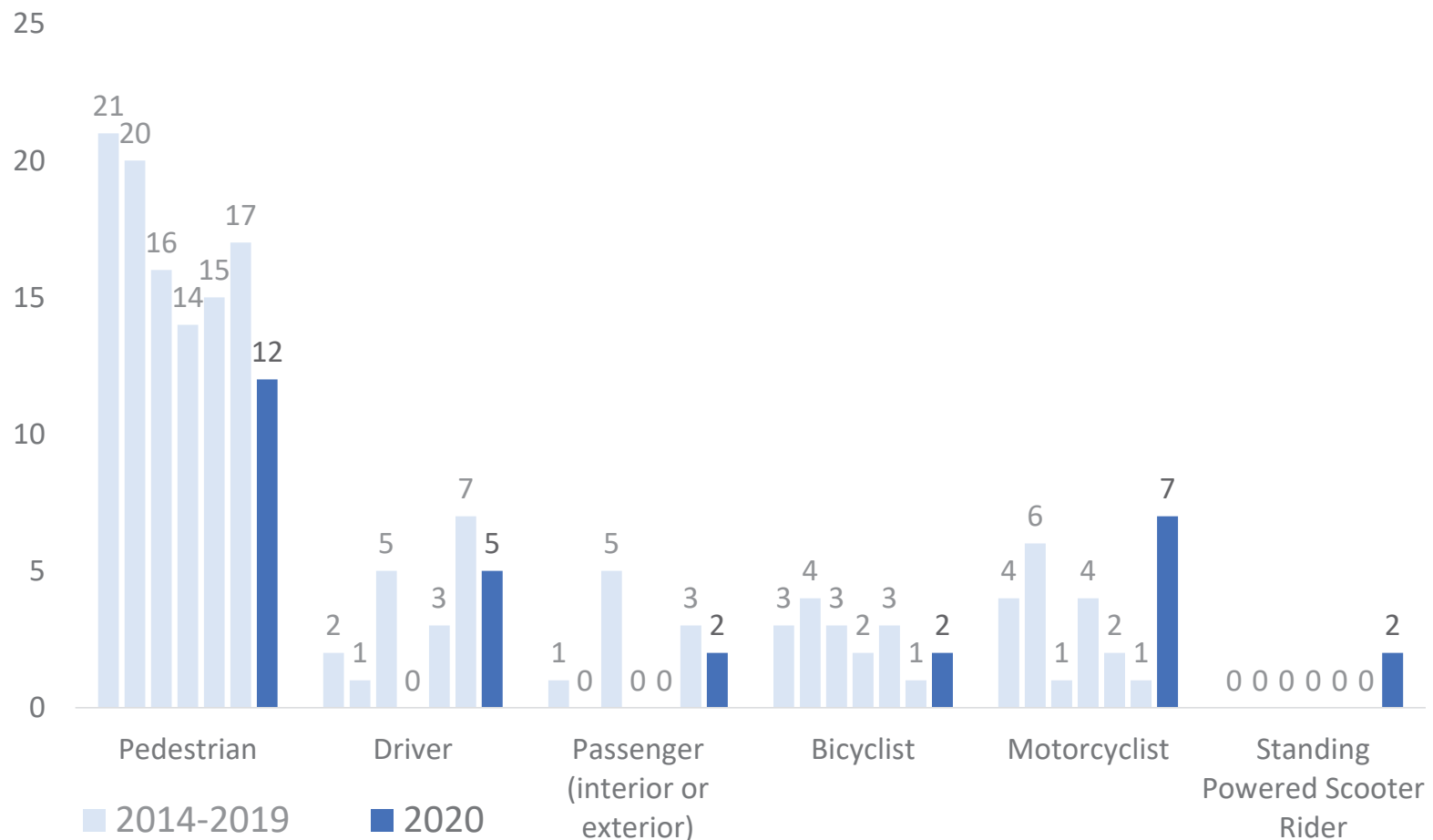
Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department

30 TRAFFIC-RELATED DEATHS IN 2020

■ People Killed While Walking
 ■ People Killed While Biking
 ■ People Killed in Vehicles



FATALITIES BY TRAVEL MODE



Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

FATALITIES BY TRAVEL MODE



Pedestrians remain vulnerable: 40% of fatalities, down from prior years



Two people killed while biking, similar to prior years



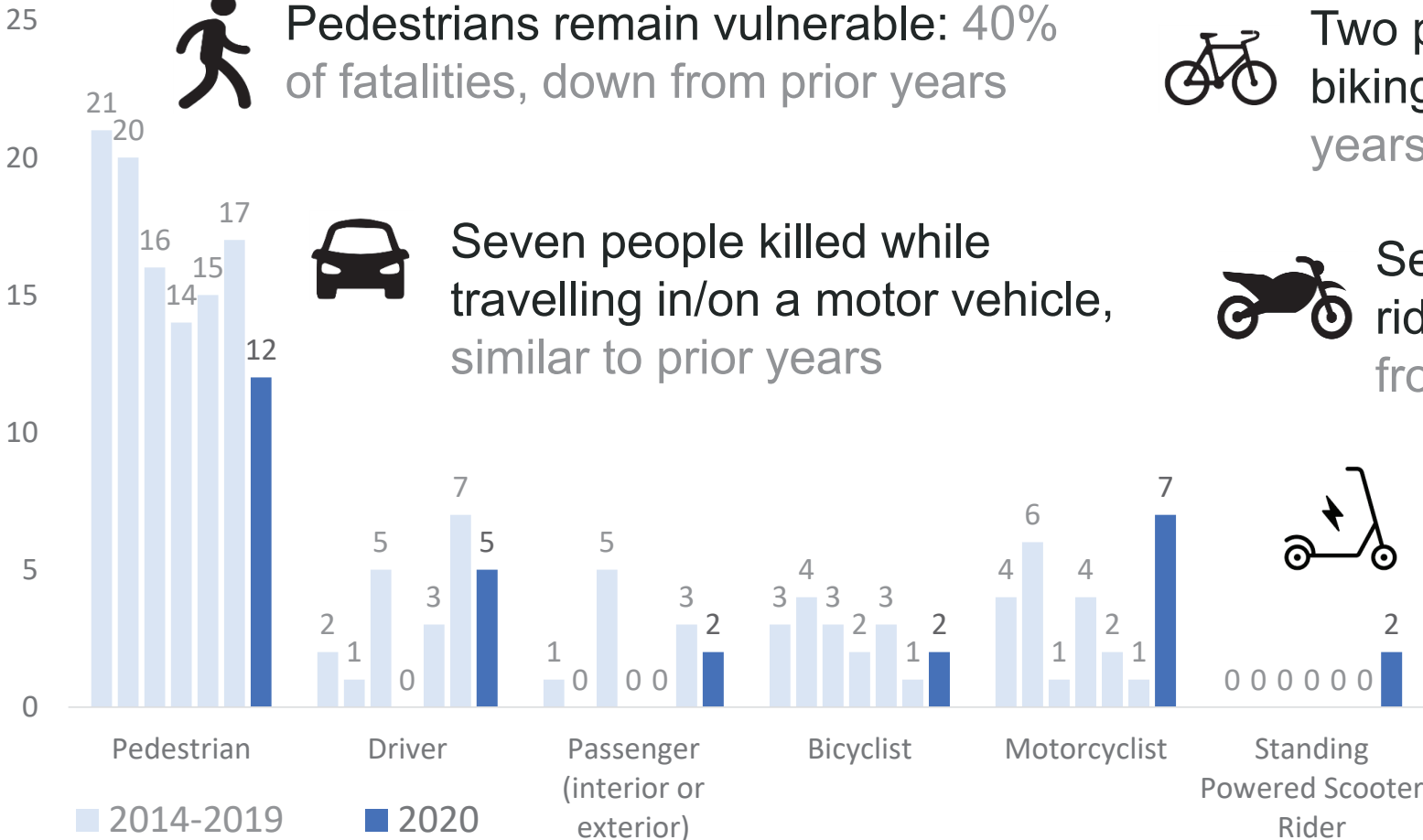
Seven people killed while travelling in/on a motor vehicle, similar to prior years



Seven people killed while riding a motorcycle, up from prior years



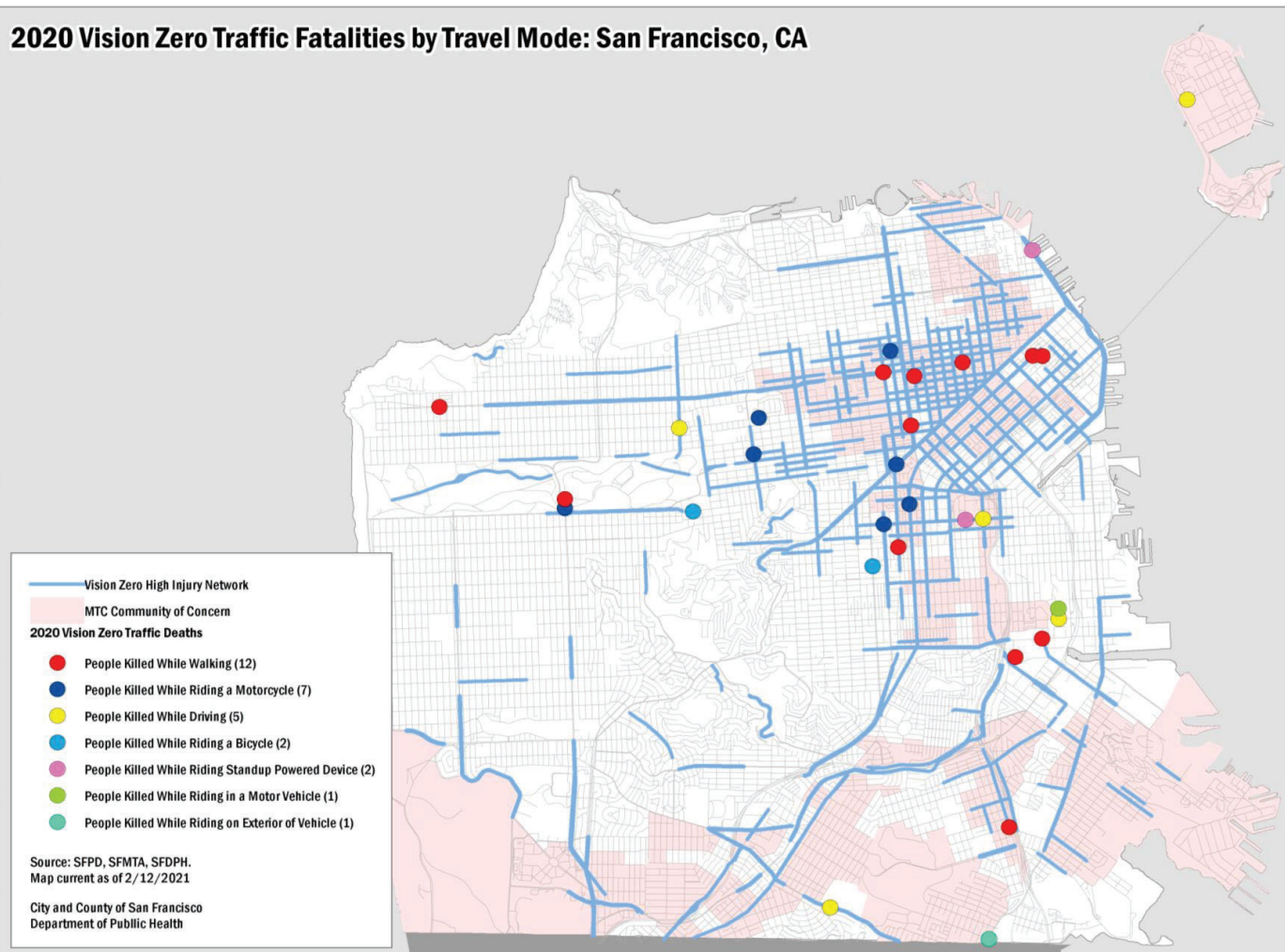
Two people killed while riding standing powered devices, for the first time



Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

VISION ZERO HIGH INJURY NETWORK

2020 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA

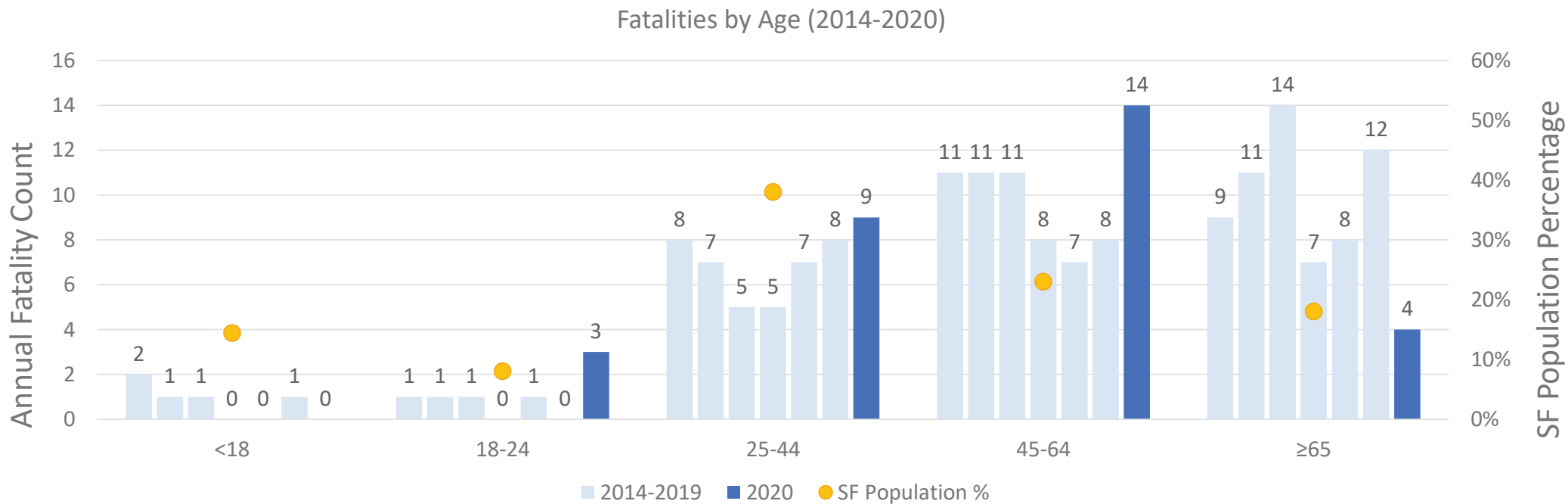


In 2020, 63% (n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.

Almost half (47%; n=14) of fatalities occurred in a Community of Concern – 10 of which were on the VZHIN, down from 69% in 2019.

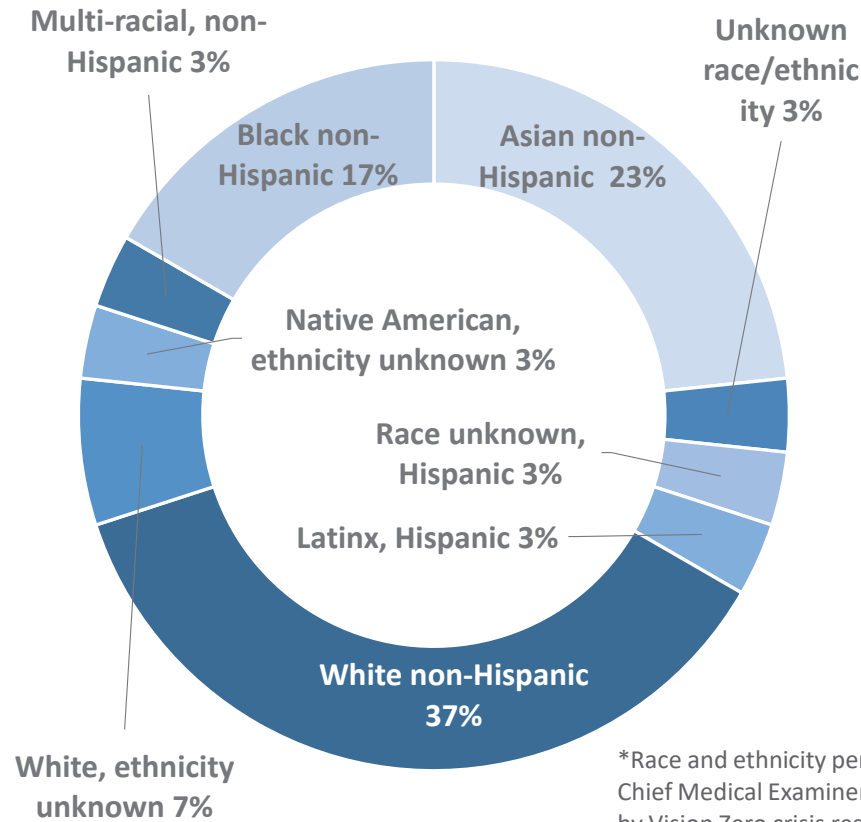
AGE

- The number of seniors killed in traffic in 2020 dropped sharply
- Among pedestrian fatalities, 25% were people age 65+; 75% were age 50+
- No youth fatalities in 2020



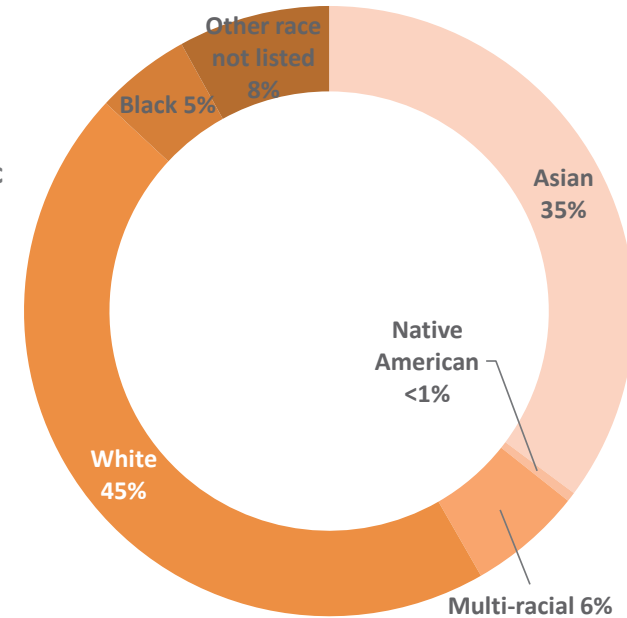
- Native American and Black individuals over-represented in fatality data relative to SF population
- Majority of people killed were non-Hispanic ethnicity and White or Asian yet both under-represented groups

RACE/ETHNICITY



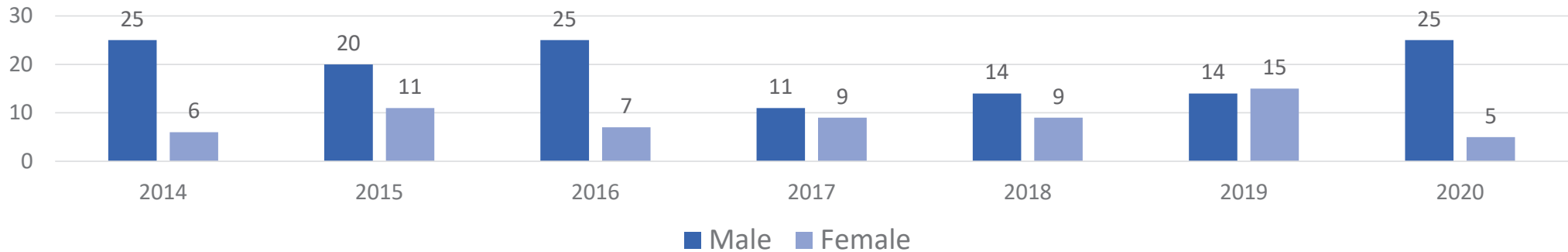
*Race and ethnicity per Office of the Chief Medical Examiner, supplemented by Vision Zero crisis response team

Race† of San Franciscans



† Race from US Census Bureau, 2019 American Community Survey 1-year estimates

FATALITIES BY SEX



- More males than females died on SF streets. The disparity was greater than any time since VZ adoption.
- Different mode patterns by sex:
 - All motorcyclists who died were male (n=7)
 - All cyclists and standing powered scooter riders who died were male (each n=2)
 - 75% of pedestrian fatalities were male (9/12)
 - 80% of drivers who died were male (4/5)
 - One person riding outside of a vehicle who died was male; one motor vehicle passenger who died was female

PRIMARY COLLISION FACTORS

- **Unsafe speed, failure to yield to pedestrians, and not stopping at a red signal** were the top primary collision factors – as they have been since fatality reporting began
- Of pedestrian fatalities with vehicle code information available, **67% were caused primarily by the driver of a vehicle*** (8/12)
- Two fatalities resulted from collisions primarily caused by a **driver under the influence** (DUI) of alcohol

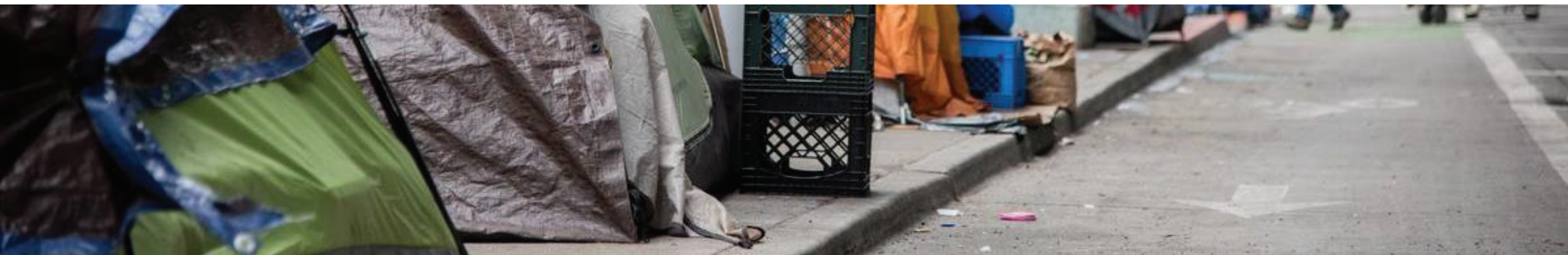
California Vehicle Code	Description	2014	2015	2016	2017	2018	2019	2020
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4	9
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8	4
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	3	3	4

* Cause per police classification

VISIONZEROSF

HOMELESSNESS

- In 2020, six people without a fixed address were killed on City streets (20%)
 - Up from zero in 2019, similar to 22% of 2018 fatalities
 - In 2020, 40% of SF freeway fatalities affected people experiencing homelessness (2/5)
- <1% of the City population is homeless; People experiencing homelessness may be particularly vulnerable to traffic injury



CRASH CHARACTERISTICS



Sharing Technology Involvement: For the first time, riders of standing powered devices figured in the fatality count in 2020. Both riders rode rented e-scooters: one each from permitted companies Spin and Lime.

Solo Crashes: Single party vehicle crashes totaled 23% (n=7) of fatalities. This represents five more deaths than in 2019 (7%, n=2).

HIT AND RUN COLLISIONS

Seven traffic fatalities (23%) involved a hit and run in 2020

- Four people walking, one driver, one motorcyclist and one e-scooter rider died following hit and run collisions.
- Increase from 2019, during which four fatalities resulted from hit and run collisions.



WHY AREN'T FATAL INJURIES DECLINING DESPITE SIGNIFICANT VZ INVESTMENTS? *SOME CONTEXT:*

Pandemic Impact on traffic safety not yet clear. Initial national data suggest less driving overall, though at higher speeds and crash rates.

More People: Nearly 150,000 **new residents** between 2010 and 2020 with 170,000 **new jobs** during the same period (Plan Bay Area 2040)

Increasing Homelessness: **15% increase in people living on the streets** from 2015-2019 - where exposure to traffic is highest, combined with increased physical and mental health issues for people without housing and marginally housed.

Ageing Population: One in five residents are **seniors**, more vulnerable to severe injury. The Bay Area's senior population is forecasted to grow by 137% by 2040.

Substance use (OTC and otherwise) is a national trend, and potentially a factor

TRANSFORMATIVE POLICIES ARE REQUIRED TO REALIZE OUR GOALS

- ***SLOWING VEHICLE SPEEDS***
- ***REDUCING VEHICLE MILES TRAVELLED***



Urban Speed
Limit Setting



Speed Safety
Cameras



Pricing and
Reducing Vehicle
Miles Travelled



Local Regulation
Of Transportation
Network Companies

Thank you!

SFDPH Contacts

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Vision Zero Traffic Fatalities: 2020 End of Year Report

March 2021



Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department





Vision Zero Traffic Fatalities: 2020 End of Year Report

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Acknowledgements

We wish to sincerely thank Kalima Collymore of the San Francisco Office of the Medical Examiner. She was instrumental in providing crucial mortality data and other valuable supplementary information needed to implement this process.

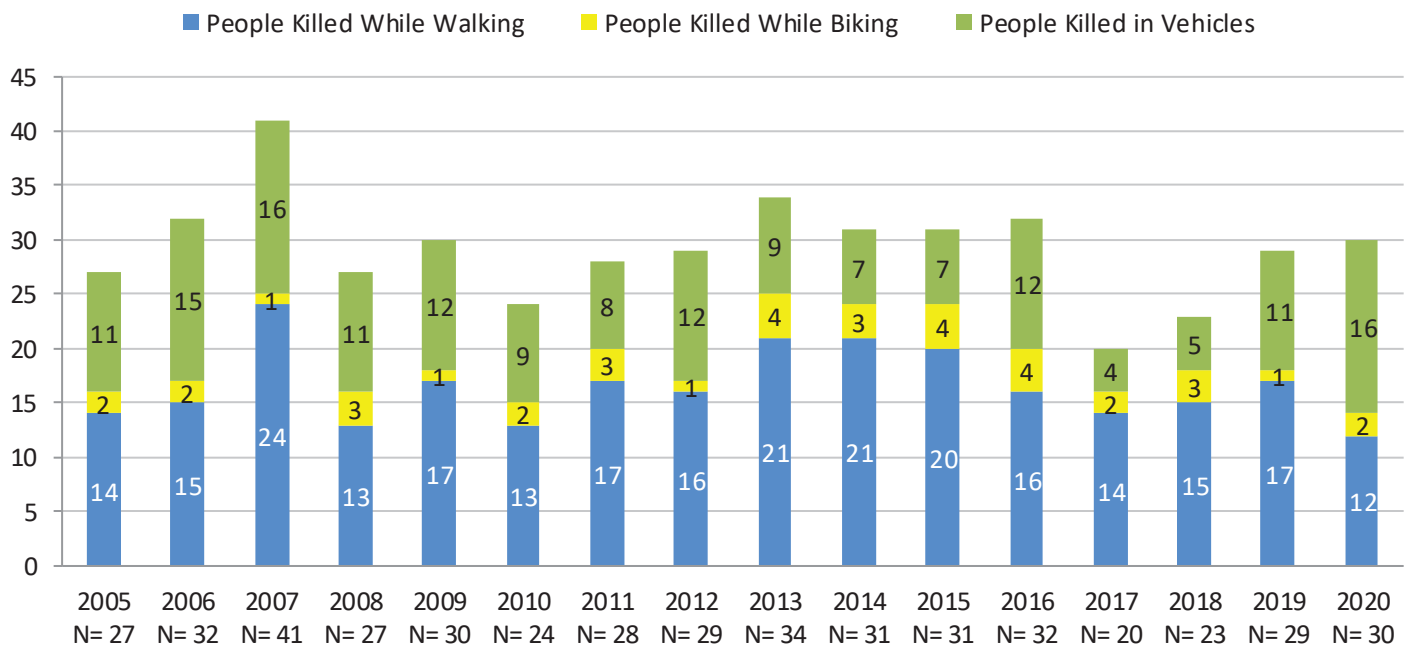
INTRODUCTION AND NATIONAL CONTEXT

San Francisco saw 30 traffic-related deaths in 2020. Thirty lives lost is unacceptable. Every death in this report represents indescribable loss suffered by an individual and the community.

The 30 deaths in 2020 are a 3% increase since 2019, and 11% above the annual average since Vision Zero was implemented in 2014. These 30 deaths resulted from 28 traffic collisions, the same number of fatal collisions seen in 2019. San Francisco remains committed to achieving our Vision Zero goal of zero traffic deaths. This report summarizes traffic death patterns in 2020 to inform Vision Zero initiatives to save lives. While the overall number of 2020 fatalities falls within the range observed in recent history, patterns within 2020's toll diverge from former years.

The following chart compares annual fatality data 2005 through 2020. After relatively stable numbers of traffic deaths in 2014-2016 following the adoption of Vision Zero, the number of traffic deaths in San Francisco fell notably in 2017 to 20 deaths, then rose from 2018-2020.

San Francisco Traffic Deaths, 2005-2020



NOTE: 2005-2012 deaths sourced from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) data, restricting to San Francisco City Streets jurisdiction, including streets that intersect with freeways (i.e., fatalities occurring at freeway ramps in the City jurisdiction). 2013 traffic deaths from SFPD. 2014-2020 traffic deaths reported using the Vision Zero Traffic Fatality Protocol based on data from the Office of the Medical Examiner and SFPD; includes deaths involving above-ground light rail vehicles not routinely reported in SWITRS. Also note that "People Killed in Vehicles" includes external passengers, as well as riders of micromobility devices and skateboards not propelled by a second vehicle.

Staff from the SF Department of Public Health (SFPDH) work with colleagues from SF Police Department (SFPD) and the SF Municipal Transportation Agency (SFMTA) to report and map official fatality statistics monthly on the following webpage, utilizing the Vision Zero Traffic Fatality Protocol¹: <http://visionzerosf.org/maps-data/>.

¹ In 2015, with periodic updates since, the City finalized and standardized the [San Francisco Vision Zero Traffic Fatality Protocol](#), to ensure consistency of fatality tracking and reporting across city agencies. The protocol utilizes the traffic fatality definition in the collision investigation manual of the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). However, it expands the definition to include above ground light rail vehicle (LRV)-involved fatalities that involve collisions with pedestrians and cyclists. Traffic fatalities are any person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, bike, moped, light rail vehicle, etc.) involved in a crash, or killed within the public roadway due to impact with a



This report summarizes characteristics of traffic deaths in San Francisco from 2014-2020, in order to identify patterns and trends to inform Vision Zero SF's data-driven actions and policies. Note that traffic fatality totals are susceptible to random variation. Year-to-year changes as well as annual patterns in the data where there are small sample sizes may thus be due to chance. Analyzing longer-term trends helps address this issue. Past years' data continue to inform Vision Zero activities as we monitor how 2020 data affect trends. SFPDPH also monitors and reports on severe injuries to understand trends and characteristics of the most serious traffic-related injuries, which serves as an additional metric by which to evaluate the progress of Vision Zero efforts.²

San Francisco was the second city in the country to adopt Vision Zero and the goal of zero traffic deaths, now implemented by over 40 cities across the United States. While data are not equally available for all jurisdictions, 2020 traffic deaths exceeded or matched five-year highs across the country, including in New York City, Philadelphia, Chicago, Austin, Seattle, and Portland.³⁻⁸

2020 was an anomalous year around the globe. National estimates reflect fewer vehicle miles traveled in conjunction with the COVID-19 pandemic, and also 4.6% more motor vehicle fatalities in the first three quarters of 2020 relative to the same span in 2019.⁹ It is too early to conclusively explain why traffic deaths have trended upwards nationally despite less driving overall, and full 2020 data by mode have not yet been released at the national level. However, preliminary analyses indicate evidence of decreased seatbelt use, increased alcohol and cannabis retail, increased drug and/or alcohol use among operators of motor vehicles involved in crashes, as well as higher traffic speeds.¹⁰ One federally-cited study estimates median traffic speeds in urban areas rose 22% during April-October 2020.¹¹ The same source identifies San Francisco's interstate and highway speeds as an outlier among 25 major metropolitan areas, with speeds increasing over 60% between April and July 2020.

San Francisco's fatality trends exist in the larger context of several important factors, while some of these impacts have potentially slowed during the pandemic. Our region supports a growing residential population, increased traffic on city streets including from transportation network companies Uber and Lyft, as well as crises on city streets related to substance use and people without housing. **2020 saw the lowest number of pedestrian deaths on San Francisco streets in Vision Zero history. In recent years San Francisco fatalities of people walking or biking have decreased or held steady in contrast with national trends of increases in fatalities of people walking and biking** – with 2018 analyses by the U.S. Department of Transportation's National Highway Traffic Safety Administration finding the **highest numbers of deaths to people walking and biking nationally since 1990.**¹² The proportion of U.S. traffic deaths affecting pedestrians and cyclists— among the most vulnerable road users— increased from 15% in 2010 to 20% in 2019.¹³

vehicle or road structure, or anyone who dies within 30 days of the public roadway incident as a result of the injuries sustained within the City and County of San Francisco.

² Severe Injury Trends Report available at: www.visionzerosf.org/wp-content/uploads/2019/09/Severe-Injury-Trends_2011-2018_final_report.pdf
New data will be added to these trends in a report due out later this year.

³ <https://www.nytimes.com/2021/01/01/nyregion/nyc-traffic-deaths.html>

⁴ <https://whyy.org/articles/is-phillys-deadly-car-crash-surge-a-public-health-crisis/>

⁵ <https://chi.streetsblog.org/2021/02/09/chicago-traffic-deaths-were-up-45-last-year-as-speeding-increased-during-covid/>

⁶ <https://www.kut.org/austin/2021-01-08/despite-fewer-drivers-more-people-died-on-austin-roads-in-2020-than-in-the-past-five-years>

⁷ <https://www.seattletimes.com/seattle-news/transportation/seattle-traffic-fatalities-remained-high-in-2020-despite-pandemic/>

⁸ <https://www.wweek.com/news/city/2020/12/16/portlands-annual-traffic-deaths-reach-a-24-year-high/>

⁹ National Center for Statistics and Analysis. (2020, December). Early estimate of motor vehicle traffic fatalities for the first 9 months (Jan–Sep) of 2020 (Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 053). National Highway Traffic Safety Administration.

¹⁰ Office of Behavioral Safety Research. (2021, January). Update to special reports on traffic safety During the COVID-19 public health emergency: Third quarter data. (Report No. DOT HS 813 069). National Highway Traffic Safety Administration

¹¹ Pishue, B. (2020, December). COVID-19 effect on collisions on interstates and highways in the US. INRIX Research.

¹² National Center for Statistics and Analysis. (2019, October). 2018 fatal motor vehicle crashes: Overview. (Traffic Safety Facts Research Note. Report No. DOT HS 812 826). Washington, DC: National Highway Traffic Safety Administration.

¹³ National Center for Statistics and Analysis. (2020, December). Overview of motor vehicle crashes in 2019. (Traffic Safety Facts Research Note. Report No. DOT HS 813 060). National Highway Traffic Safety Administration.



KEY FINDINGS

28 collisions resulted in 30 traffic deaths on San Francisco streets in 2020.

High Injury Network and Communities of Concern

- Of the 30 traffic deaths in 2020, the majority (63%, n=19) occurred on the Vision Zero High Injury Network.
- Just under half (47%, n=14) of fatalities occurred in a Community of Concern in 2020, and of those most (71%, n=10) were also on the High Injury Network.

Travel Mode

- Twelve people (inclusive of one skateboarder) were killed while walking in San Francisco, comprising the largest road user group impacted by traffic fatalities (40%).
 - Compared to 2019's seventeen fatalities, five fewer people were killed while walking in 2020.
- Two riders of standing powered scooters died on San Francisco streets in 2020, representing the first traffic deaths associated with this mode in the City (7%).
- Seven people were killed while riding a motorcycle, comprising 23% of all traffic fatalities.
 - Compared to 2019's single motorcyclist death, six more people were killed while riding a motorcycle.
- Two people were killed while biking, comprising 7% of all traffic fatalities.
 - Compared to 2019's single fatality, one more cyclist died.
- Seven people were killed while travelling in or outside a motor vehicle (23%), including one person riding on the coupler between two light-rail vehicle cars.
 - Compared to 2019's count of nine people killed while travelling in a motor vehicle, two fewer motor vehicle drivers or passengers died.
- 2020 saw a number of vehicle crashes involving a single party. These solo vehicle crashes totaled 23% (n=7) of fatalities. This represents five more people than in 2019 (7%, n=2).

Demographics: Homelessness, Sex, Age and Race/Ethnicity

- Six people without a fixed address were among 2020 Vision Zero traffic fatalities, comprising 20% of all fatalities. *Separate from the Vision Zero count, three additional people experiencing homelessness died on SF freeways or Caltrain right of way within San Francisco in 2020.*
- The large majority of those killed in traffic collisions in 2020 were male (83%, n=25). Three quarters of people killed while walking were male (n=9). All people killed while cycling, riding a motorcycle, or a standing powered scooter micromobility device were male (n=2, 7 and 2, respectively). People killed while driving were also more likely to be male than female (n=4 and 1, respectively). One person killed while riding outside a vehicle was male. The sole vehicle passenger killed in 2020 was female.
- Thirteen percent of fatalities were of people aged 65 years or older (n=4). The majority of seniors killed in 2020 were pedestrians, comprising 25% of fatalities in that mode (n=3). One person over age 64 was killed while riding a motorcycle.
- Black and Native American people are overrepresented among traffic fatalities: 17% and 3% of those killed in 2020 were Black and Native American respectively, compared to 5% and <1% of the city population. People killed in traffic collisions were predominantly of White (43%) and Asian (28%) races, though these groups are slightly underrepresented relative to the demographic profile of San Francisco at large (approximately 45% White and 35% Asian). Seven percent of people killed were of Hispanic ethnicity (n=2), compared to 15% of San Francisco's population.

Primary Collision Factors

- Among 28 collisions leading to 30 fatalities, the most-cited collision factors were unsafe speed, driver failure to yield at crosswalks, and failure to stop at a red signal— the same three collision factors that have topped the list each year since reporting began in 2016.



- The most commonly-cited primary collision factor was unsafe speed (CVC 22350), cited as the primary or secondary factor in 40% (n=12) of fatalities.
- The next most commonly-cited collision factors were failure by a driver to yield right-of-way at crosswalks (CVC 21950(a)) and driver failure to stop at a red signal (CVC 21453(a)), cited as a primary or secondary factor in 13% (n=4) and 20% (n=6) of fatalities, respectively.
- Of pedestrian fatalities with vehicle code information available, police classified two thirds (67%, n=8/12) as caused primarily by the driver of a vehicle.
- Two deaths (7%) resulted from a collision primarily caused by a driver under the influence (DUI) of alcohol, according to police assessment. Two additional collisions and fatalities may have involved an intoxicated driver per police reports but did not cite DUI as a primary or secondary collision factor.¹⁴

California Vehicle Code (CVC)	Primary Collision Factor Description	Count (N=28)
22350	Unsafe speed for prevailing conditions	8
21950(a)	Driver failure to yield right-of-way at crosswalks	4
21453(a)	Red signal - driver responsibilities	4
23152(a)	Driver under the influence of alcohol	1
21456(c)	Pedestrian violation of Walk or Wait signals	1
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	1
21755(a)	Unsafe overtaking or passing by driver	1
21453(d)	Red signal - pedestrian responsibilities	1
21804(a)	Entering highway from alley or driveway	1
21954(b)	Failure of driver or bicyclist to exercise due care for safety of pedestrian on roadway	1
22517	Opening door on traffic side when unsafe	1
7.2.13(c)(3) *	Other improper driving	1
n/a	Unknown, N/A, or None	3

* This vehicle code number refers to City and County of San Francisco Traffic Vehicle Code.

Driver Characteristics (for Drivers Determined to be at Fault)

- The majority of fatal collisions involved an at fault driver, by police determination (n=19, 68%).
- The most common turn movement preceding a collision was proceeding straight (74%), followed by turning left (21%).
- At fault drivers spanned the age spectrum. One was a young adult (5%, defined as age 18-24), and one was a senior (5%, age 65 or more).

Hit and Run Collisions

- Seven traffic fatalities (23%) resulted from six hit and run collisions in 2020, resulting in the death of four people walking, a driver, a motorcyclist and one e-scooter rider. This is an increase from 2019, during which 4 fatalities resulted from hit and run collisions.

Large Vehicle Involvement

Of 28 fatal traffic collisions in 2020, one (4%) involved a large vehicle. This is three fewer than the four fatal collisions (14%) involving a large vehicle in 2019.

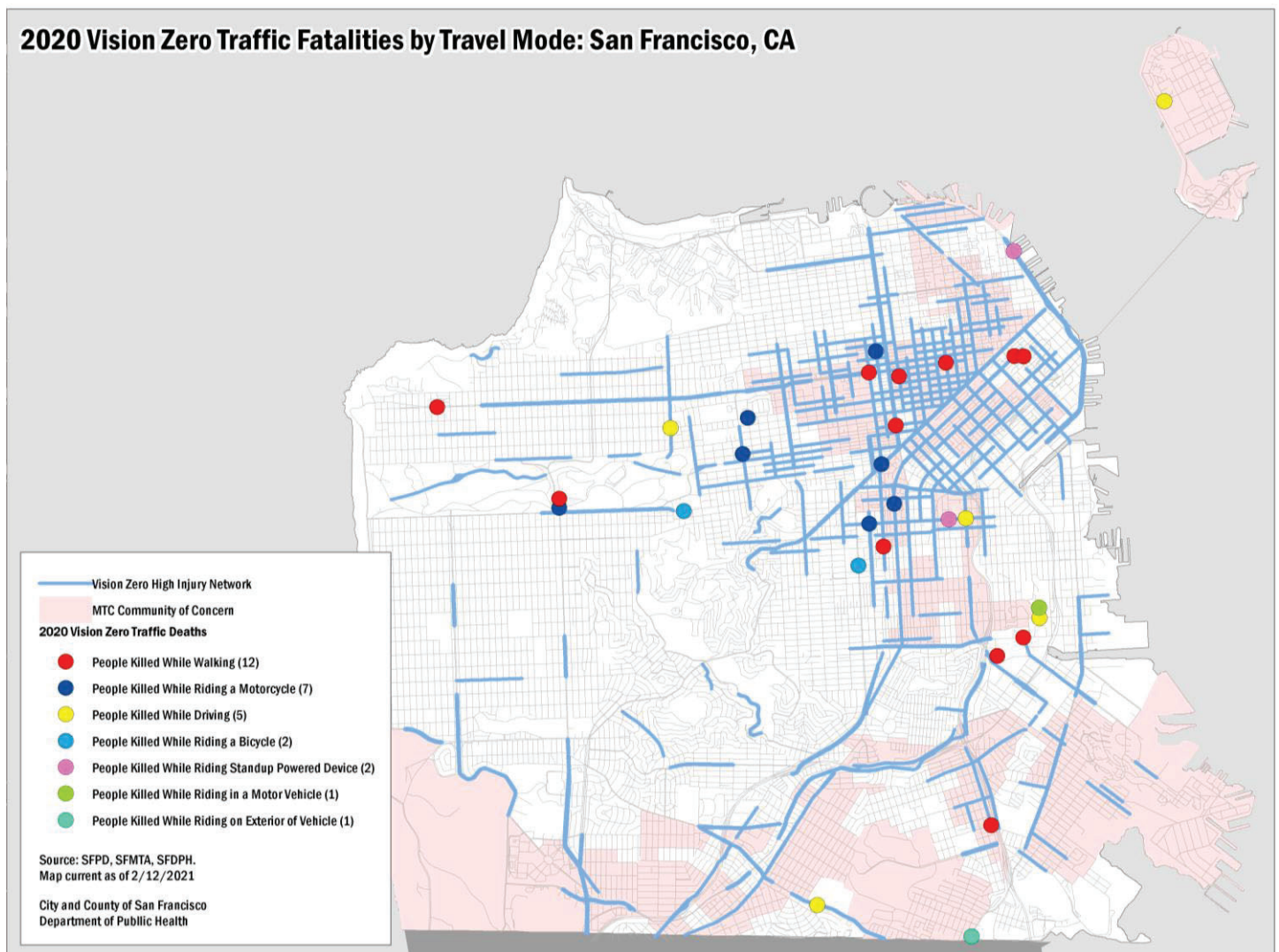
¹⁴ Note that at time of writing, driver intoxication data unavailable for five collisions: two hit and run crashes involving unknown drivers and three crashes for which Office of the Chief Medical Examiner toxicology results are not yet available.



THE VISION ZERO HIGH INJURY NETWORK AND COMMUNITIES OF CONCERN

The Vision Zero High Injury Network (VZHIN) identifies the corridors where the most severe and fatal injuries in San Francisco are concentrated, and is used to identify and prioritize where improvements in engineering, education, enforcement and policy are focused to realize Vision Zero. The VZHIN¹⁵ incorporates both police and hospital data and represents the 13% of San Francisco streets where more than 75% of severe and fatal traffic injuries occur. The majority (52%, or 66/128 miles) of the VZHIN is in the Metropolitan Transportation Commission's (MTC) Communities of Concern,¹⁶ which contain 31% of the city's surface streets. Communities of Concern are areas with high concentrations of poverty, communities of color, seniors and other vulnerable populations.

- In 2020, 63% (n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.
- About one in two fatalities (47%, n=14) occurred in a Community of Concern in 2020, 71% (n=10) of which were on the VZHIN.



¹⁵ Source: San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA. Available at: <https://www.sfdph.org/dph/eh/PHES/PHES/TransportationandHealth.asp>.

¹⁶ Source: Plan Bay Area: 2040 Plan, 2018. <http://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

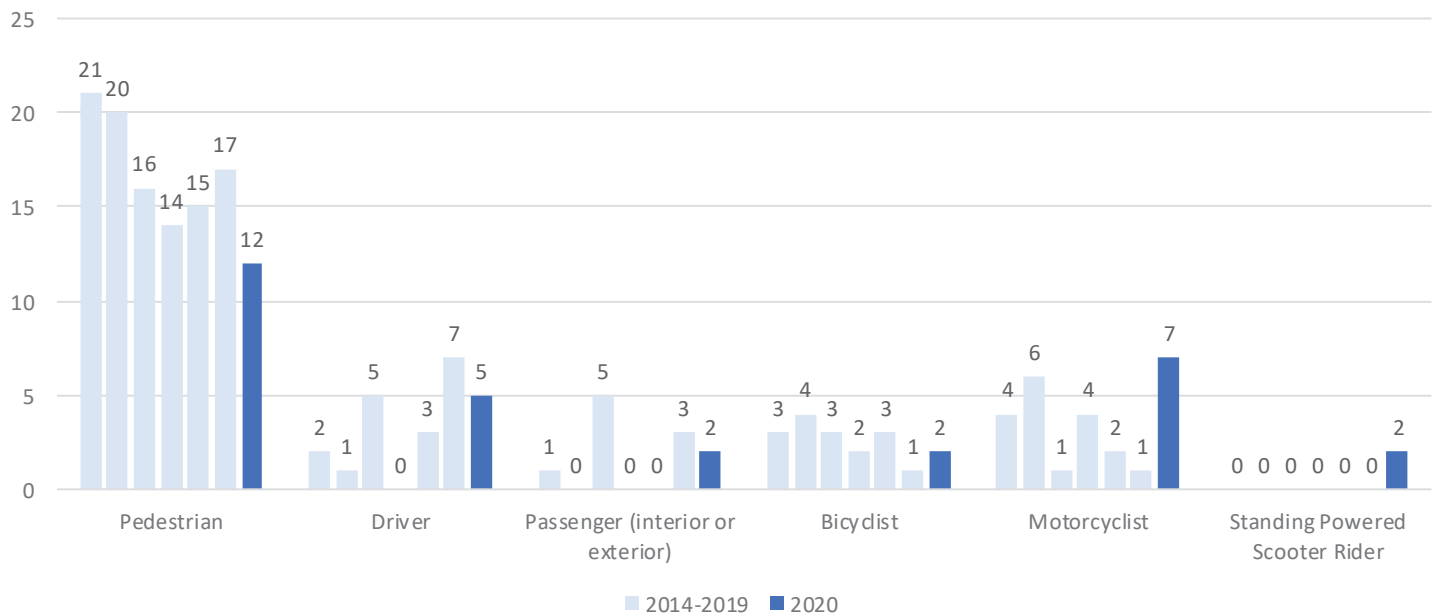


TRAVEL MODE

Pedestrians are consistently among the most vulnerable road users in San Francisco, accounting for 40% of all fatalities in 2020 (n=12). For the first year since Vision Zero was adopted in 2014, pedestrians constituted fewer than half of traffic fatalities in 2020. There were five fewer pedestrian deaths in 2020 relative to the year prior. Eleven of 12 pedestrian fatalities resulted from (or in the case of a person found down, were presumed to result from) collisions with a motor vehicle; one involved a fallen skateboarder. Those killed in motor vehicles (comprised of drivers, passengers, and a light rail vehicle exterior passenger) numbered seven people in 2020, marginally down from nine people in 2019. Two people were killed while biking, representing one more cyclist death than in 2019. Motorcyclist fatalities made up almost one quarter of all 2020 fatalities (23%, n=7), reversing two years of decline in this mode. For the first time in San Francisco, two people were killed while riding standing e-scooters in 2020.

Notably in 2020 there were an unprecedented number of solo vehicle crashes (i.e. crashes involving a single party). These totaled 23% (n=7) of fatalities, resulted from six collisions, and fell into a variety of travel modes: three drivers, one passenger, one motorcyclist, one standing powered scooter rider, and one pedestrian riding a skateboard. This total compares to two solo vehicle crashes in 2019 (n=7%).

Fatalities by Mode (2014-2020)



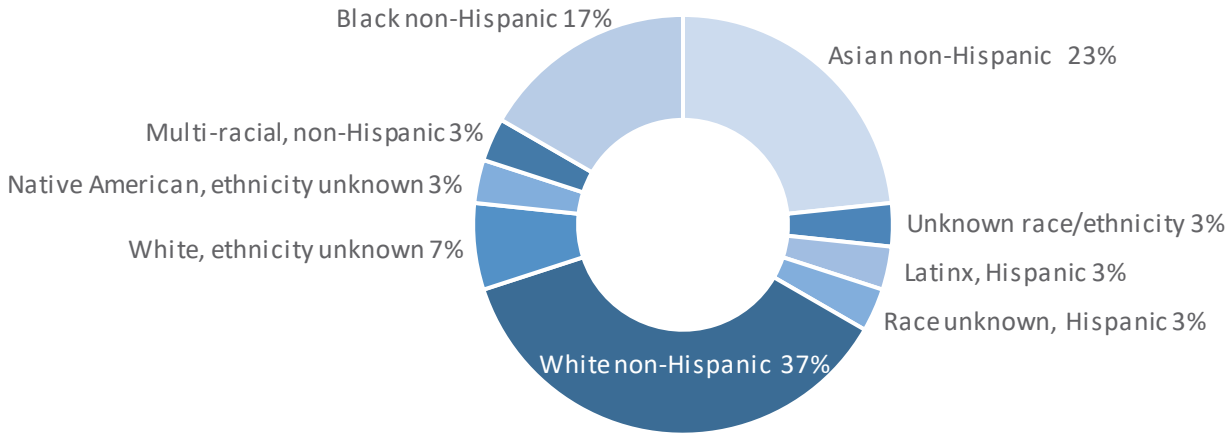
RACE AND ETHNICITY

Native American and Black individuals are disproportionately impacted by traffic death in San Francisco. Of people killed in traffic collisions in 2020, 3% (n=1) were Native American, 17% (n=5) were Black, 23% (n=7) were Asian, 43% (n=13) were White, 3% (n=1) were multi-racial, 3% (n=1) were Latinx, and 7% (n=2) were of unknown race. Compared to the demographic profile of San Francisco at large (under 1% Native American and approximately 5% Black, 35% Asian, and 45% White and among people reporting a single race, with 6% reporting two or more races),¹⁷ White and Asian individuals are slightly under-represented and Native American and Black individuals are over-represented in these fatality data.

¹⁷ Source: U.S. Census Bureau (2019). Hispanic or Latino Origin by Race American Community Survey 1-year estimates. Retrieved from <<https://censusreporter.org>>. Note that the Census does not report Latinx or Latino/a as a racial group.

Regarding ethnicity, 15% of San Francisco’s population is Hispanic while a smaller proportion (7%, n=2) of those killed in traffic in 2019 were Hispanic.^{18,19}

Race and Ethnicity* of 2020 Traffic Victims (N=30)



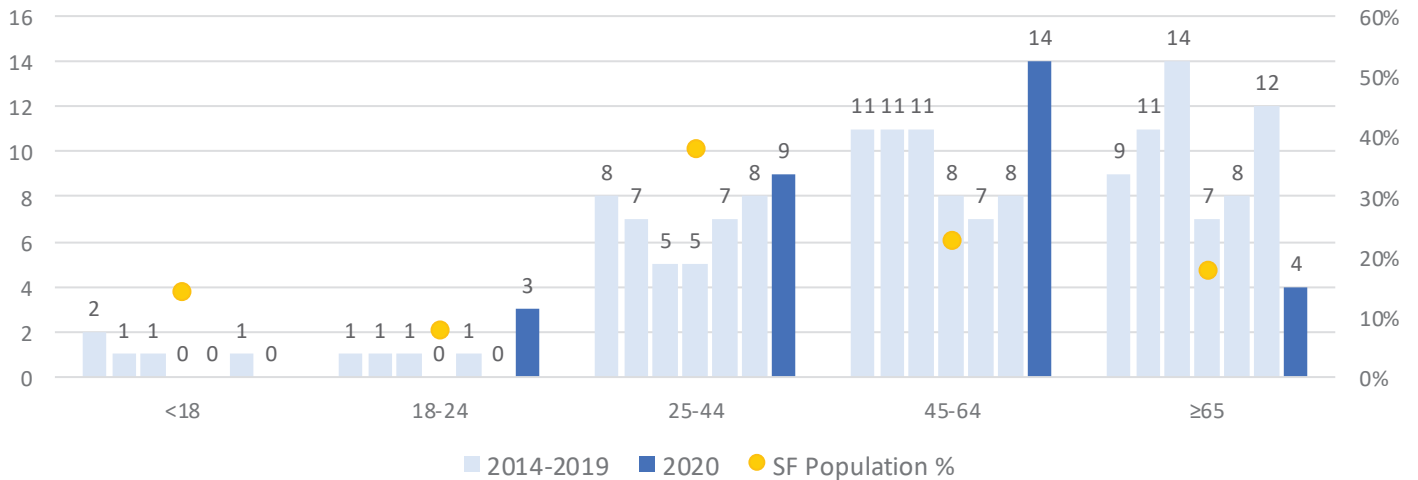
*Race and ethnicity per Office of the Chief Medical Examiner, supplemented by Vision Zero crisis response team

AGE

Seniors (aged 65 and up) have traditionally suffered a disproportionate rate of traffic fatalities. However, this was not true in 2020. Representing 18% of San Francisco’s total population²⁰, seniors accounted for 13% (n=4) of all traffic fatalities in 2020, down from 41% of all traffic fatalities in 2019. Looking specifically at pedestrian fatalities in 2020, one quarter (n=3 of 12) were people age 65 and older and three-quarters (75%, n=9) were people age 50 and older (*data in Appendix A*).

In the opposite direction of the traffic death decline observed among seniors, the numbers of young adults 18-24 and adults 45-64 were higher in 2020 than in any year since Vision Zero was implemented. No youth (under 18 years) died as a result of a traffic collision in 2020.

Fatalities by Age (2014-2020)



¹⁸ Source: same as previous

¹⁹ Note: San Francisco is a city with significant tourist and commuter populations. Though members of these groups are also at risk of injury or death while traveling on San Francisco streets, they are not reflected in the Census population estimates for San Francisco.

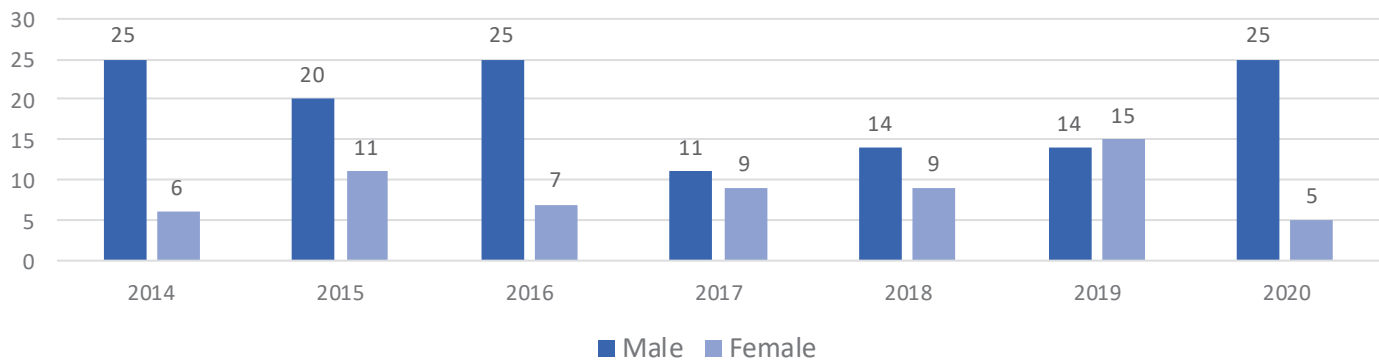
²⁰ Source: U.S. Census Bureau, 2019 American Community Survey 1-Year Estimate



SEX

In 2020 the male:female balance departed from three years of relative parity. The year's traffic fatalities were 83% male and 17% female, contrasting with the prior year's 45:55 split. As historically the case (excepting 2019), more males than females were killed on San Francisco streets (n=25 male deaths). Fatality mode reveals different patterns between males and females: three quarters of people killed while walking were male (75%; n=9/12) and 80% of drivers killed were male (n=4/5). All those killed while cycling, riding a motorcycle, or a standing powered scooter micromobility device were male (n=2, 7 and 2, respectively). One person killed while riding outside a vehicle was male. The sole vehicle passenger killed in 2020 was female.

Fatalities by Sex (2014-2020)



HOMELESSNESS

Vision Zero SF tracks the proportion of traffic fatalities affecting people with no fixed address as a conservative proxy for people experiencing homelessness who die in traffic crashes. In 2020, six people without a fixed address were killed on City streets (20%), up from zero in 2019 and similar to 22% of fatalities in 2018. The homeless population of San Francisco is estimated to be 8,011²¹, making up only 0.9% of the City population²². Forty percent of fatalities occurring on SF freeways were to people without a fixed address (n=2/5). In addition, one person who died on Caltrain right of way had no fixed address. People experiencing homelessness are particularly vulnerable to traffic injury.

PRIMARY COLLISION FACTORS

Unsafe speed, driver failure to yield, and not stopping at a red signal were top primary collision factors in 2020, as in prior years. Two fatalities resulted from a collision primarily caused by a driver under the influence (DUI) of alcohol, according to police assessment. Two additional fatalities may have involved a collision with an intoxicated driver but did not cite DUI as a factor. Drug, alcohol, and polysubstance use is a focus of further analysis for Vision Zero in 2021. Four fatal collisions involved a secondary collision factor (*noted in Appendix A*). Of pedestrian fatalities which have vehicle code information available, police classified two thirds (67%, n=8/12) as caused primarily by the driver of a vehicle. Counts of primary collision factors by year can be found in Appendix C.

²¹ Source: Applied Survey Research, 2019 San Francisco Homeless Count & Survey Comprehensive Report. http://hsh.sfgov.org/wp-content/uploads/2019HIRDReport_SanFrancisco_FinalDraft.pdf

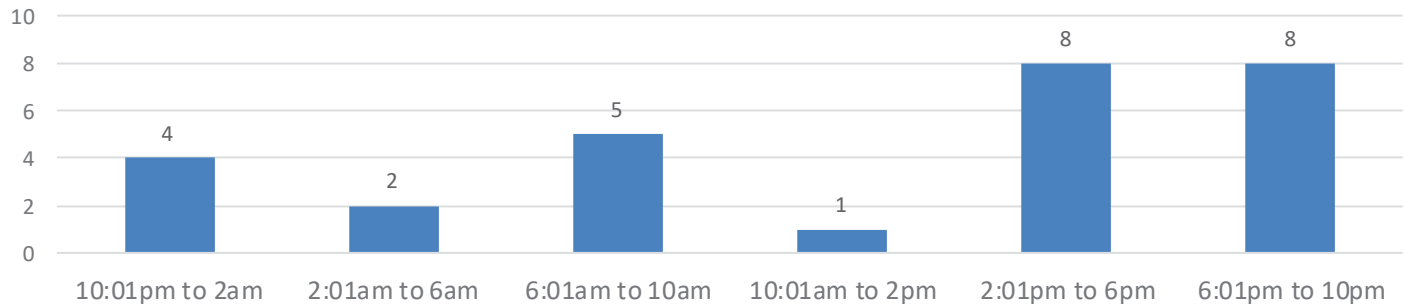
²² San Francisco population estimate of 883,305. Source: U.S. Census Bureau, Population Estimates Program, July 1, 2019



TIME OF DAY

Collisions resulting in traffic fatalities in 2020 occurred more frequently in the afternoon and evening hours with peak numbers occurring between 2:01pm and 10pm (57%, n=16). Fatal collision time of day has shown notable variation from year to year.

Fatalities by Collision Time of Day (2020; N=28 collisions)



TURN MOVEMENT PRECEDING COLLISION

In 19 driver-at-fault fatal traffic collisions, 74% of cases involved drivers proceeding straight prior to collision (n=14). Four (21%) involved a left-turning vehicle or motorcycle, and one involved an unknown movement preceding collision (5%). One additional collision involved a door of a parked vehicle opening into the roadway, but was not considered to involve a driver.

DRIVER AGE (FOR DRIVERS DETERMINED TO BE AT FAULT)

Over two thirds of fatal collisions were determined by police to be the responsibility of a driver or motorcyclist (68%, n=19/28)²³. At fault drivers spanned the age spectrum, with a median age of 42.5. One was a young adult (4%, defined as age 18-24), and one was a senior (4%, defined as age 65 or more).

HIT AND RUN COLLISIONS

In 2020, 23% (n=7) of traffic fatalities resulted from a collision in which the driver left the scene, associated with the deaths of one motor vehicle occupant, one motorcyclist, one standup powered scooter rider, and four pedestrians. This represents an increase from four hit and run collisions in 2019, and only a moderate decline from 2018 when over 30% of all traffic fatalities resulted from a collision in which a driver left the scene.

SHARING TECHNOLOGY INVOLVEMENT

For the first time, riders of standing powered devices figured in the fatality count in 2020. Both e-scooter riders rode rented e-scooters: one each from permitted companies Spin and Lime.

LARGE VEHICLE INVOLVEMENT

Of 28 fatal traffic collisions in 2020, one (4%) involved a large vehicle²⁴. This compares to four in 2019.

RIDE-HAIL INVOLVEMENT

Ride-hail includes Transportation Network Companies (TNCs) like Uber and Lyft, as well as traditional taxis. In 2020, TNCs and taxis were not determined by police to be a party in any fatal traffic collisions.

²³ At the time of publication, two fatal collisions involve unsolved hit and run collisions for which driver age is unavailable. In addition, riders of micro-mobility devices were not considered drivers for this analysis.

²⁴ Large vehicles are defined as those larger than a pickup truck (with unladen weight of over 8,000 lbs) or a van designed to carry 10 or more people. Note that vehicle size information was unavailable for two hit and run collisions.



SAFETY EQUIPMENT

Use of personal safety equipment as recorded in police collision reports varied by mode. Among six fatalities involving a driver or (interior) passenger, three involved unbelted people (50%) and three had unknown seatbelt information. In seven fatal motorcycle crashes, six (86%) involved helmeted riders. One fatal motorcycle crash (14%) involved a rider without a helmet. In two fatal cyclist crashes, both (100%) involved a helmeted rider. In two fatal standing powered scooter crashes none involved a helmeted rider (0%). Note that according to state law, neither cycling nor powered scooter riding require helmets be worn by adult riders. However, these data may point to different helmet usage patterns by travel mode.



APPENDIX A – TABLE OF 2020 VISION ZERO TRAFFIC FATALITIES

#	Collision Date	Collision Time	Deceased	Victim Age	Victim Sex	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Collision Location	Collision Description
1	1/8/2020	2333	Driver	45	M	Motor Vehicle Collision	22350	N	9th Street and H Avenue, Treasure Island	A person driving crashed into a tree.
2	1/12/2020	116	Exterior Passenger	21	M	Pedestrian vs. Train	None	N	Bayshore Boulevard and Sunnydale Avenue	A person on the coupler connecting two Muni light rail vehicle cars, a non-designated passenger area, fell and was crushed.
3	1/26/2020	1645	Motorcyclist	30	M	Motorcycle Collision	21755(a) (22350)	N	Mission Street south of 14th Street	A motorcyclist collided into the back of a motor vehicle.
4	2/21/2020	830	Pedestrian	80	M	Pedestrian vs. Motor Vehicle	21950(a)	N	Polk Street and O'Farrell Street	A vehicle struck a pedestrian in the crosswalk.
5	3/1/2020	727	Pedestrian	67	F	Pedestrian vs. Motor Vehicle	21950(a)	N	Geary Boulevard at Taylor Street	A left-turning vehicle struck a pedestrian in the crosswalk.
6	3/5/2020	2300	Pedestrian	49	M	Pedestrian vs. Motor Vehicle	21950(a)	N	Valencia Street at 18th Street	A left-turning vehicle struck a pedestrian in the crosswalk.
7	3/17/2020	2015	Motorcyclist	36	M	Motorcycle Collision	21453(a)	N	Guerrero Street at 16th Street	A motorcyclist collided into the side of a motor vehicle.
8	4/21/2020	1730	Driver	28	F	Motor Vehicle Collision	22350	N	Dakota Street and 25th Street	A person driving drove down a hill, killing the driver and a passenger.
9	4/21/2020	1730	Passenger	32	F	Motor Vehicle Collision	22350	N	Dakota Street and 25th Street	
10	5/29/2020	729	Cyclist	31	M	Bicycle vs. Motor Vehicle	22517	N	Westbound Frederick Street	A person riding a bicycle was hit by the opening door of a parked car, then collided with an oncoming vehicle.



#	Collision Date	Collision Time	Deceased	Victim Age	Victim Sex	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Collision Location	Collision Description
11	6/18/2020	700	Pedestrian	63	M	Pedestrian vs. Motor Vehicle	21453(d)	N	Dwight Street and San Bruno Avenue	A person driving struck a pedestrian outside the marked crosswalk.
12	6/18/2020	1638	Motorcyclist	53	M	Motorcycle vs. Auto	22350	N	Crossover Drive at Martin Luther King Jr. Drive	A motorcyclist collided into the back of a stopped motor vehicle.
13	7/10/2020	2129	Pedestrian	58	M	Pedestrian vs. Motor Vehicle	21456(c)	N	Grove Street and Van Ness Avenue	A person driving struck a pedestrian in a wheelchair outside of the marked crosswalk.
14	7/17/2020	1800	Cyclist	23	M	Cyclist vs. Pedestrian (Skateboarder)	22350	N	Dolores Street and Cumberland Street	A person on a bicycle collided with a person dismounting a skateboard.
15	7/19/2020	1159	Pedestrian	53	M	Pedestrian vs. Motor Vehicle	21954(a)	Y	Bayshore Boulevard and Jerrold Avenue	A person walking was struck by a vehicle.
16	7/30/2020	1908	Pedestrian (skateboarder)	23	M	Fall from Skateboard	7.2.13(c)(3) TC *	N	Martin Luther King Drive and 19th Avenue	A person riding a skateboard lost control and fell.
17	8/11/2020	658	Pedestrian	50	M	Pedestrian vs. Motor Vehicle	21453(a) (22350)	N	Geary Boulevard at Gough Street	A person walking was struck by a vehicle which ran a red light at a high rate of speed.
18	8/15/2020	1930	Driver	63	M	Motor Vehicle Collision	21453(a) (22350)	Y	1500 block of Geneva Avenue at Prague Street	A person driving was stuck by another vehicle which ran a red light at a high rate of speed.
19	9/7/2020	1426	Motorcyclist	57	M	Motorcycle vs. Vehicle	22350	N	Turk Boulevard at Central Avenue	A person riding a motorcycle collided with another vehicle.
20	10/2/2020	451	Pedestrian	55	M	Pedestrian vs. Motor Vehicle	21954(b)	Y	Cesar Chavez Street and Evans Avenue	A person was found down in the roadway with injuries consistent with a pedestrian-motor vehicle collision.



#	Collision Date	Collision Time	Deceased	Victim Age	Victim Sex	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Collision Location	Collision Description
21	10/13/2020	38	Driver	57	M	Motor Vehicle vs. Building	22350	N	Turk Boulevard and Arguello Boulevard	A person driving collided with a building.
22	10/14/2020	418	Motorcyclist	42	M	Motorcycle vs. Vehicle	Unknown	Y	Masonic Avenue and Hayes Street	A person riding a motorcycle was found down in the roadway with injuries consistent with a motorcycle-motor vehicle collision.
23	10/27/2020	1903	Motorcyclist	30	M	Seated Scooter vs. Parked Vehicle	22350	N	Franklin Street at Bush Street	A person riding a motorcycle collided with a parked vehicle.
24	11/22/2020	1931	Driver	32	M	Motor Vehicle Collision	21804(a)	N	16th Street and Potrero Avenue	A person driving collided with a truck.
25	12/1/2020	1857	Pedestrian	68	M	Pedestrian vs. Motor Vehicle	21950(a)	N	38th Avenue and Geary Boulevard	A person walking in the crosswalk was struck by a vehicle.
26	12/1/2020	1922	Standup powered device rider	45	M	e-Scooter vs. Motor Vehicle	21453(a)	Y	16th Street and Bryant Street	A person riding a standup electric rental scooter collided with a vehicle.
27	12/3/2020	1726	Standup powered device rider	51	M	e-Scooter Collision	None	N	700 Block Embarcadero	A person riding a standup electric rental scooter collided with a bench and fell.
28	12/30/2020	1612	Motorcyclist	81	M	Motorcycle Collision	22350	N	Market Street and Gough Street	A person riding a motorcycle lost control and fell.
29	12/31/2020	1558	Pedestrian	60	F	Pedestrian vs. Motor Vehicle	23152(a) (21453(a))	Y	Mission Street and 2nd Street	Two people walking were struck in the crosswalk by a vehicle that ran a red light and was traveling at a high rate of speed.
30	12/31/2020	1558	Pedestrian	27	F	Pedestrian vs. Motor Vehicle	23152(a) (21453(a))	Y	Mission Street and 2nd Street	

*TC refers to City and County of San Francisco Traffic Code. This collision did not require a California Vehicle Code classification.



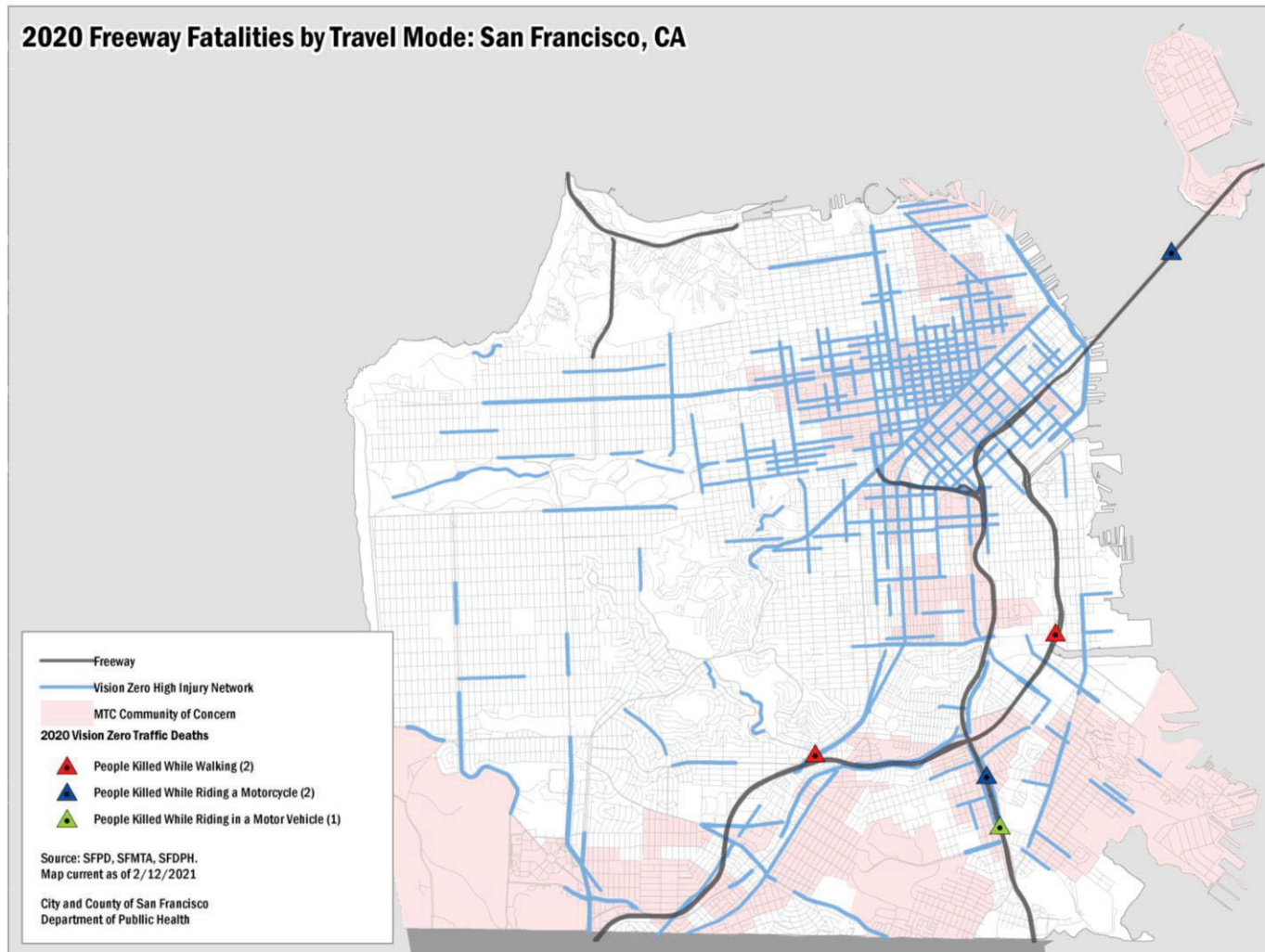
APPENDIX B – TRACKING SEPARATE FROM VISION ZERO TOTALS: FATALITIES ON FREEWAYS, AT SAN FRANCISCO INTERNATIONAL AIRPORT, AND IN THE PRESIDIO

Five people (2 people walking, 1 person riding in a motor vehicle, and 2 people on motorcycles) were killed in transportation-related collisions on freeways in San Francisco in 2020. This number is down from eleven people in 2019.

There were no traffic deaths in the Presidio or on San Francisco International Airport (SFO) roadways in 2020.

Freeways are defined as grade separated highway with high-speed vehicular traffic and controlled ingress/egress. Traffic fatalities on freeways and in the Presidio are tracked, but not included in the Vision Zero SF Fatality counts, as these areas are serviced by various state and federal agencies. Caltrans is the state agency responsible for freeway operation, maintenance and improvements, and the California Highway Patrol (CHP) is the state agency responsible for traffic law enforcement. SFO and its roadways are private property under San Mateo County jurisdiction. Within the Presidio, the National Park Service's US Park Police officers perform law enforcement and public safety functions. Additionally, the Presidio Trust is responsible for operation, maintenance and improvement of all roadways within the Presidio. The City engages with these agencies regarding transportation safety issues and freeway right-of-ways in San Francisco.

2020 Freeway Fatalities by Travel Mode: San Francisco, CA





FATALITIES ON FREEWAYS

#	Collision Date	Deceased	Collision Type	Victim Age	Victim Sex	Collision Time	Collision Location
1	1/11/2020	Passenger	Motor Vehicle Collision	88	F	1426	Northbound 101 north of Paul Avenue undercrossing
2	1/18/2020	Pedestrian	Pedestrian vs. Vehicle	36	F	1955	Southbound 280 near Cesar Chavez Boulevard onramp
3	8/8/2020	Pedestrian	Pedestrian vs. Vehicle	45	M	1500	Northbound 280 near San Jose Avenue exit tunnel
4	9/5/2020	Motorcyclist	Motorcycle vs. Vehicle	43	M	2328	Northbound 101 at 280
5	11/16/2020	Motorcyclist	Motorcycle Collision	58	M	1344	Westbound 80 (Bay Bridge) west of Treasure Island



APPENDIX C – PRIMARY COLLISION FACTORS BY YEAR

CA Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017	2018	2019	2020
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4	9
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8	4
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	2	3	4
23152(a)	Under the influence of alcohol or drug	1	1	2	0	1	2	2
21456(b,c)	Pedestrian violation of Walk or Wait signals	1	1	2	0	1	2	1
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	2	2	1	0	3	1	1
21453(d)	Red signal - pedestrian responsibilities	1	0	2	0	0	1	1
21804(a)	Entering highway from alley or driveway	0	1	0	0	0	1	1
21954(b)	Failure of driver or bicyclist to exercise due care for safety of pedestrian on roadway	0	0	0	0	0	1	1
22517	Opening door on traffic side when unsafe	0	0	0	0	0	1	1
21755(a)	Unsafe overtaking or passing by driver	0	0	0	0	0	0	1
n/a	Unknown, Pending, or None	3	0	4	1	1	2	4
21460(a)	Remain at right of double parallel solid yellow lines - driver responsibility	0	0	0	0	1	1	0
22107	Unsafe turn or lane change prohibited	0	2	0	0	0	1	0
21203	Illegal to hitch a ride on other vehicle	0	0	0	0	0	1	0
21650	Failure to keep to right side of road	1	1	2	0	2	0	0
21955	Crossing between controlled intersections (Jaywalking)	3	1	1	2	1	0	0
21956	Pedestrian upon roadway	0	0	0	0	1	0	0
22102	Illegal U-turn in business district	0	0	0	1	1	0	0
22106	No starting or backing vehicle while unsafe	0	0	0	0	1	0	0
22101(d)	Violating special traffic control markers (illegal turning movement)	0	0	0	1	0	0	0
22515(a)	Leaving vehicle unattended without setting the brakes or stopping the motor	0	0	0	1	0	0	0
21650.1	Bicycle to travel in same direction as vehicles (riding wrong way)	0	0	0	1	0	0	0
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	3	0	0	1	0	0	0
21208(a)	Riding outside bicycle lane prohibited	0	1	0	0	0	0	0
21651(b)	Wrong way driving	0	0	1	0	0	0	0
21658(a)	Lane straddling or failure to use specified lanes	1	0	0	0	0	0	0



CA Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017	2018	2019	2020
21712(b)	Unlawful riding on vehicle or bicycle prohibited	1	0	0	0	0	0	0
21801(a)	Violation of right-of-way - left turn	0	1	0	0	0	0	0



APPENDIX D – EXCLUSIONS: APPLYING THE VISION ZERO TRAFFIC FATALITY PROTOCOL

Data provided from San Francisco’s Office of the Medical Examiner may include fatalities that: occurred in a motor vehicle but are not directly attributable to a traffic collision; occurred outside San Francisco; or occurred more than 30 days after the collision. The Vision Zero Traffic Fatality Protocol provides exclusion criteria for these cases, consistent with national and international best practices. The purpose of the protocol is to ensure consistent reporting of traffic fatalities through uniform application of agreed-upon criteria for defining a traffic death. A shared and consistent definition ensures that we can objectively evaluate trends and the impact of our efforts over time.

Cases are excluded if the death: occurs outside of the City and County of San Francisco; occurs on private property (including Caltrain right of way); occurs in the underground MUNI or BART transportation infrastructure; is reported as a suicide based on investigation; is reported as a homicide in which the ‘party at fault’ intentionally inflicted serious bodily harm that caused the victim’s death; or is a fatality caused directly and exclusively by a medical condition or where the fatality is not attributable to road user movement on a public roadway. (Note: If a person driving suffers a medical emergency and consequently hits and kills another road user, the latter is included although the driver suffering a medical emergency is excluded.) Below is a chart of fatalities excluded from Vision Zero counts in 2020, with reasons for exclusion. *Fatalities may fall into multiple exclusion categories.* Fatalities included in Appendix B are not represented here.

2020 Railway deaths: Two deaths excluded from the Vision Zero fatality total were associated with railways (specifically Caltrain) in 2020. One of these two was also determined to be a suicide. The number of railway associated fatalities is down from six in 2019.

Vision Zero Traffic Fatality Protocol Exclusions (2020)

N=15; Fatalities within SF may fall in multiple categories

