



AGENDA

Citizens Advisory Committee Meeting Notice

Date: Wednesday, June 23, 2021; 6:00 p.m.

Location: Watch <https://bit.ly/3fqyE3S>

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 187 820 3320 # #

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Members: John Larson (Chair), David Klein (Vice Chair), Nancy Buffum, Rosa Chen, Robert Gower, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola

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| 1. Call to Order | |
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End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$14,892,610 and Appropriate \$200,000 in Prop K Funds, with Conditions, for Eight Requests - **ACTION*** **19**
- Projects: (PCJPB) Enterprise Asset Management Software System (\$750,000), Right of Way Fencing (\$250,000). (SFPW) Golden Gate Ave and Laguna St Pavement (\$3,000,000). (SFMTA) Paratransit (\$10,233,010), District 9 Traffic Calming [NTIP Capital] (\$165,000), Bicycle Safety Education and Outreach (\$220,000), District 4 Neighborway Network (\$274,600). (SFCTA) Downtown Congestion Pricing Study - Additional Outreach (\$200,000).
6. Adopt a Motion of Support to Adopt the Upper Great Highway Concepts Evaluation Final Report - **ACTION*** **31**
7. Adopt a Motion of Support to Award a 15-Month Professional Services Contract, with an Option to Extend for an Additional 6 Months, to EMC Research, Inc. in an Amount Not to Exceed \$100,000 for Voter Opinion Survey and Public Messaging Services for Transportation Sales Tax Reauthorization - **ACTION*** **37**
8. Streets and Freeways Strategy and Outreach Update - **INFORMATION*** **45**

Other Items

9. Introduction of New Business - **INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration.
10. Public Comment
11. Adjournment

*Additional Materials

Next Meeting: July 28, 2021

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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, May 26, 2021

1. Call to Order

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

Present at Roll: Rosa Chen, Robert Gower, John Larson, Jerry Levine, Peter Tannen, and Danielle Thoe, Sophia Tupuola (7)

Absent at Roll: David Klein, Stephanie Liu (entered during item 2), Kevin Ortiz (3)

2. Chair's Report - INFORMATION

Chair Larson preceded his regular Chair's Report and stated on behalf of the Citizens Advisory Committee (CAC), it was shocking and saddening to hear about the tragic loss of life in San Jose. He shared their heartfelt condolences towards the Santa Clara Valley Transportation Authority community and families of victims of the terrible event.

Chair Larson shared that CAC members were provided a link to the agency's website with the Executive Director's Report given at the May 25 Transportation Authority Board meeting. He encouraged folks to read the whole report as there was a lot of good information on the restoration of transit services by Muni and regional operators, which he shared was exciting to see, as well as updates on various funding, legislative and project delivery topics.

With respect to the Assembly Bill (AB) 550 (Chiu), he said he was disappointed to report that the bill, endorsed by the CAC, which would have authorized a speed safety camera pilot program in San Francisco and in limited other locations across the state, did not make it out of the state Appropriations Committee on May 20. This means the bill will not move forward this legislative session. He shared that staff would be regrouping with San Francisco Municipal Transportation Agency (SFMTA) and Assemblymember Chiu to determine why it was held back and work to identify ways to mitigate those factors if similar legislation is proposed in future years. Chair Larson added that while the bill had broad support from local jurisdictions and walking and biking advocacy organizations, there was significant opposition on record at the time of the hearing, including from the California Teamsters Public Affairs Council, California Conference Board of the Amalgamated Transit Union, and California Walks. Staff is refocusing advocacy on AB 43 (Friedman), which will give cities greater flexibility in setting local speed limits based on safety.

Lastly, Chair Larson reported on ConnectSF, sharing that it is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. He said a few meetings ago, the CAC heard an update on the Transit Corridor Study, being led by the SFMTA in coordination with the Transportation Authority and Planning Department. In late June, the Transportation Authority expects to begin outreach on the Streets and Freeway Study, he said. Chair Larson noted that the study complemented the Transit Corridor Study by working to



identify strategies and projects to achieve the city's long-range vision focusing on streets and freeways and looking at all modes of travel on our streets. He said that staff would share details on the upcoming outreach as soon as they were set and would return to the CAC with an update on both the Streets and Freeway and Transit Corridor Studies in June.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the April 28, 2021, Meeting - ACTION**
4. **State and Federal Legislation Update - INFORMATION**
5. **Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreement, Program Supplements and Fund Transfer Agreements-Thereto with the California Department of Transportation for State-Funded Transit Projects - ACTION**
6. **Adopt a Motion of Support to Recommend Approval of the Revised Administrative Code, Debt, Fiscal, and Investment Policies - ACTION**

There was no public comment.

David Klein motioned to approve the consent agenda, seconded by Jerry Levine.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola (10)

Absent: Ortiz (1)

End of Consent Agenda

7. **Allocate \$9,762,378, with Conditions, and Appropriate \$100,000 in Prop K Funds for Nine Requests, and Allocate \$926,928 in Prop AA Vehicle Registration Fee Funds for One Request - ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Jerry Levine asked what Public Works did with the street repair and cleaning equipment that was replaced using Prop K funds.

Ms. LaForte answered that the equipment would be sold, and that Prop K would receive an amount proportionate to its share of the total funding for any piece of equipment with a sales price of \$5,000 or more.

David Klein asked if there was a possibility that the new equipment could be electric.

John Leal, with Public Works, answered that electric versions of the needed equipment with sufficient performance capabilities were not yet available. He said six months previously Public Works had tested an electric street sweeper, but the machine had insufficient power to negotiate San Francisco hills. Mr. Leal said there might be acceptable low-emissions options in the next couple years.

Peter Tannen asked why the project limits for the Central Embarcadero Quick Build project stopped at Broadway.



Casey Hildreth, SFMTA, answered that the project team prioritized the central portion of the corridor because of design challenges and the high cost of constructing improvements north of Broadway.

Chair Larson asked if a member of the public could request a street tree even if there were no existing tree basin in the requested location. He also asked if only certain kinds of trees could be requested.

Nicholas Crawford, Bureau of Urban Forestry, said that an inspector from the Bureau evaluated proposed sites both with and without existing basins. He said evaluation factors included sufficient space, tree viability, etc. He said the Bureau maintains a list of recommended tree species but was open to other suggestions.

Nancy Buffum noted that she had expected to see a Prop K request for District 4 Bikeways and asked what had happened to that request.

Ms. LaForte answered that the District 4 Bikeways request was still being finalized and would be before the CAC in an upcoming meeting.

Mr. Tannen asked if the LEDs in the new signal heads to be installed by the Traffic Signal Visibility Upgrades project were better than older LEDs.

Geraldine De Leon, with SFMTA, answered that signal heads with LEDs far outperformed older signal heads with incandescent lights.

Bryant Woo, with SFMTA, added that LEDs consumed much less energy than incandescent lights, but noted that LEDs dimmed with age and would eventually need to be replaced also.

Sophia Tupuola asked if there was an alternative to the usual process for the public to submit requests for amenities such as new traffic signals and street trees. She noted that low-income neighborhoods were less likely to engage with the city's 311 system than higher income neighborhoods.

Elizabeth Ramos, with Public Works, acknowledged that lower request rates were associated with lower income neighborhoods. She said the City's upcoming budget would likely include dedicated funds for public improvements in District 10, which had historically received lower levels of public investment.

Mr. Crawford added that the City's upcoming budget may have additional funds for street trees in District 10 as well.

Chair Larson suggested that Public Works consider a stand-alone project for planting street trees in District 10.

Danielle Thoe said street trees had a traffic-calming impact, so were an appropriate use of transportation improvement funds, but also had a lot of other benefits. She asked if there was a public body to provide input on street trees.

Mr. Crawford answered in the affirmative and said the Urban Forestry Council provided input on the City's comprehensive urban forest plan and related issues and pointed out that a meeting of the Council was scheduled two days hence on Friday, May 28. He said the Bureau of Urban Forestry worked closely with the Council, as well as Friends of the Urban Forest, and was attempting to rebuild public trust after many years during which the urban forest suffered from neglect.



During public comment Roland Lebrun commented that the costs of the signal head upgrades, new signals and street trees was unreasonably high and provided an example of costs in San Jose as a point of comparison.

Robert Gower motioned to approve the item, seconded by Danielle Thoe.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola (10)

Absent: Ortiz (1)

8. Adopt a Motion of Support to Approve the Fiscal Year 2021/22 Transportation Fund for Clean Air Program of Projects - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

Mr. Tannen asked, regarding Emergency Ride Home, whether it was typical for the direct cost for rides to be lower than marketing and outreach costs for the program and how this compared to other jurisdictions. Mr. Pickford responded that direct costs are low because the point of the program is not to provide rides, but to ensure that people have confidence in sustainable modes by providing a safety net if they need it. He said that hopefully the average person would never need to use a ride provided by the program.

Alex Bogdan, Senior Strategist for Marketing & Community Engagement with San Francisco Environment, said that this program was long standing, but that many people were still not aware of the program, so they had included additional funds in the requested amount for a robust marketing campaign, including translation of program materials.

Chair Larson said that he understood the awareness of the program was low and people might be surprised to learn that it existed.

Mr. Tannen asked why rides from transportation network companies (TNCs), such as Uber and Lyft, were not eligible for reimbursement. Mr. Pickford said that the Transportation Authority Board had directed that TNC rides should not be eligible for reimbursement and had wanted to support the taxi industry.

Chair Larson commented that the cost per bike rack sounded very high, but that he understood many costs were loaded into that overall total.

Ms. Thoe said the San Francisco State bike cage project sounded like a great way to retroactively construct secure bike parking in existing car parking structures. She asked if similar projects had been done in other housing sites and if that was possible in the future, or if this funding was limited to public entities, like San Francisco State. She said that there are bike parking requirements for new construction, but that repurposing car parking could be a good way to retroactively add bike parking in existing housing structures.

Mr. Pickford responded that SF State was eligible as a public entity and that private entities were only eligible to apply for electric vehicle charger projects. He said that staff could ask the Air District if private housing entities could be made eligible for bike parking projects. He said that the Transportation Authority had funded another bike cage on San Francisco State's campus that was nearing completion.



Robert Gower asked for more detail on the process through which locations would be selected for short term bike parking racks. He asked what decision points go into the physical selection of a site.

Adrian Leung, Bikeshare & Bike Parking Program Manager for SFMTA, said that SFMTA sited racks in response to requests and proactively based on capital projects and in response to data, including scooter and bike share trip data and citations. He said that after SFMTA receives a request, they send a survey technician out to the location and that person evaluates the location according to SFMTA's Bike Parking Guidelines document. He said the guidelines include geometric clearance standards to not impede other uses of the sidewalk and curb area. He said that locking a bike up overnight in a major city, such as San Francisco, was still a risky proposition.

Mr. Gower asked if SFMTA sited racks in areas that would be less likely to have bikes stolen. Mr. Leung said that siting decisions were based more on requests and concerns from local stakeholders and the aforementioned clearance guidelines, rather than whether a location would be more or less likely to have bikes stolen.

Mr. Gower said it would be nice for SFMTA to consider crime risk factors in siting bike racks, such as prioritizing locations that are close to streetlights to deter bike theft.

Mr. Leung said that he would talk to SFMTA survey technician staff to ask about feasibility of considering crime risk in siting racks.

Mr. Pickford said that SFMTA had also changed certain technical bike rack standards to prevent theft, such as using square tubing that is slower to cut than round tubing.

During public comment, Edward Mason asked how many people had used Emergency Ride Home in the past and whether outreach had been successful. He also asked whether program marketing would include a link between people's travel choices and environmental impacts.

Chair Larson responded that the metric of the program's success is not necessarily how many people use it, but it would be good to better understand the connection between the decision to use transit or bike and having a ride home in an emergency.

Nancy Buffum motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola (10)

Absent: Ortiz (1)

9. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2021/22 Budget and Work Program - ACTION

Lily Yu Principal Management Analyst, Finance and Administration presented the item.

There was no public comment.

Robert Gower motioned to approve the item, seconded by Danielle Thoe.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola (10)

Absent: Ortiz (1)



10. Adopt a Motion of Support to Program \$2,050,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds to Two Projects, Amend the Prop K/Local Partnership Program Fund Exchange for the 101/280 Managed Lanes and Express Bus Project to Reprogram \$1,300,000 in Prop K funds to Two Projects, and Appropriate \$1,300,000 in Prop K Funds, with Conditions, to Two Projects - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Chair Larson expressed support for the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project entering the design phase and was glad to see various fund sources were coming together to advance these projects in the southwest corner of the city.

Robert Gower expressed appreciation for investment in the Ocean Avenue and Geneva Avenue off-ramps and said it was great to see coordination in these areas to improve connections, especially as the area would continue to grow.

During public comment, Roland Lebrun provided comment on slide 6 of the presentation and said that the east side of Yerba Buena Island was where the Link21 new Transbay tunnel would start and the first red dot was on the existing tunnel which was fine, but the other red dot may be an issue because there would be two large shafts in the middle of a construction area that would be needed to launch the tunnel boring machine. He said there was an identical project in London called LIMMO that can be viewed online to see an example. He said that this should be considered to avoid having to demolish brand new infrastructure on Yerba Buena Island in order to construct Link21.

Robert Gower motioned to approve the item, seconded by Chair Larson.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola (10)

Absent: Ortiz (1)

11. Fare-Free Muni for All - INFORMATION

Michelle Beaulieu, Principal Transportation Planner, presented the item with Dianna Hammons, Timothy Manglicmot and Jonathan Rewers from the SFMTA.

Chair Larson noted that it was sobering to see the long-term budget challenges even with federal relief.

Mr. Klein noted that a family of four would only receive discounts if making 40% more than a single person, \$129,000 for a family of four to qualify versus a single person making \$90,000. He noted that it seemed strange to penalize more people versus a single person. He asked if Free Muni didn't pass if it would be possible to provide a steeper discount to a wider group of San Franciscans. He asked if it doesn't pass would SFMTA look at expanding programs to encourage higher ridership and make the programs more impactful. He stated that a lot of time when we look at taxes, they are targeting the most vulnerable communities like the sales tax, so it seems like there is an opportunity to offer discounts to a wider swath of the community.

Ms. Hammons stated that the numbers shown are based on Bay Area median income or the federal poverty level, which do scale with more members of a household. She stated that the SFMTA recognizes that using federal levels in San Francisco for



anything is not adequate. She stated that it was something that they need to look at in their budget, and that they had committed to bringing something back to the SFMTA Board of Directors looking at varying threshold levels. She stated that one of the challenges they have is administration. When the Lifeline program was established, the level was set to be consistent with thresholds used by the state or city for programs they provide, so that someone could just share their MediCal card, and that enrollment in those other programs provides automatic enrollment in Lifeline. She stated that though it would create a bit of administrative challenge, the SFMTA is committed to looking at different thresholds. She said that in her role overseeing the management of these programs, she was also committed to not creating a barrier to accessing this program, creating a system where people have to wait in line for hours. She stated that this work involves multiple considerations such as having to identify the revenue, and also ensuring that they can staff the program(s) to administer it effectively and respectfully for people who qualify.

Mr. Rewers added that in the last budget cycle they did consider some of the things that Ms. Hammons mentioned, and had a well thought out new fare structure, which included Free Muni for All Youth to remove the income requirement for youth under the age of 19 in the city. He said that when the pandemic hit the SFMTA made the agreement with the Board of Supervisors (BOS) to not change any fares and so were not able to implement that program, but it has been an SFMTA Board commitment to expand eligibility in that area, and staff is committed to going back to them in the fall.

Ms. Tupuola thanked staff for naming some of her concerns about accessibility. She said that as the city moves into a tech-dominant means of living, some of her community falls through the cracks. She asked how we can streamline the process to give people access to transportation. She also named safety as a reason why people don't ride Muni, because they don't feel safe.

Chair Larson said that in terms of accessibility, the slide with the different programs made the process seem daunting, and that he could see the appeal of just making it free for everyone. He said he was sure staff were working on making it as seamless and accessible as possible to everyone.

Ms. Hammons noted that these issues weren't unique to SFMTA's programs, and that their programs have higher participation rates than what is seen in social service programs like MediCal and the food programs. She said that the SFMTA has worked a lot with the Human Services Agency (HSA) and the Department of Homelessness, and it is a problem across the board. She said that by partnering with other agencies, like the School District to be able to do automatic eligibility, it helps but it is still a challenge. She said they were committed to making sure that citizenship is not a barrier and trying to get people to trust local government to get people to participate in these programs. She noted that non-participation rates are higher with some programs that have higher financial benefits. She said that they are continuing to work with partners across the city and the country, and that there is a group of agencies with programs like this where they discuss how to get more people involved. Ms. Hammons said every year they do something different to try and improve and said she looks forward any ideas about how to do things better. She said that it was understood that the status quo wasn't good enough.

Chair Larson said that they understood and saw some of the efficiencies compared to other regions. He said he wasn't sure why one would buy a pass in Seattle given the costs shown.



Mr. Levine stated that he thought Fare Free Muni for All was a great concept, and that his concerns were around the budget information, that the cost impacts are greater than any hard revenues available for a program. He knew there was going to be a pilot for three months and said he doesn't want to get to a position where people anticipate a program, then there is a free-for all because funds are not available. He stated he was uncomfortable without any large reliable revenue sources to be projected past next year.

Mr. Rewers said that Mr. Levine hit on the exact issue. He said that the agency has committed to restoring service to 85% of pre-pandemic levels by January for two reasons. One being that the SFMTA needs to hire operators and agents and make promotions, and train new operators and maintenance staff and that would take time after a hiring freeze for the last year. The second is that 30% of the agency is being run on a one-time dollar that they don't know can be replaced. He said that they need to take time to see how ongoing revenues like fares recover, so that if they return more service, they will know that the agency has the ability to sustain the service and won't have to end up with a service cut. Mr. Rewers said the agency recognizes that when people rely on a bus trip and adjust their schedule to fit that or if they want a train to get them somewhere on time, the agency wants to sustain that service because it is impactful if they constantly adjust service, or if it is not reliable.

At 8 p.m. Chair Larson left the meeting and Vice Chair Klein took over presiding the meeting.

Mr. Thoe stated that she appreciated the presentation and the work that has gone into it and the conversation about Fare Free Muni and the cost of rides. She said that she learned that after 13 BART trips on the \$98 Muni and BART pass, Muni is losing money on that deal, so she thanked Muni for being progressive and willing to take the loss. She said that is a critical connection, and BART provides different service in the city than Muni is able to do. She said that there was a lot of information in the presentation and that the numbers make it seem like Fare Free Muni at this time isn't a reasonable long-term viable proposition, but that when you look at the fare increases, Muni fares have risen far beyond the rate of inflation, similar to Muni's cost of doing business. She asked if there should be a goal to get back to Muni fares rising with inflation. She noted that Muni fare increases over the last 15 years are not sustainable themselves as people will not continue to ride Muni if fares double in the next ten years as they did in the last ten years. She asked the SFMTA budget staff if they wanted to tie that to inflation, what would need to happen, what policy initiatives would be needed, and what fare price would be reasonable. She stated that she thinks there are a lot of people who have end goals that they want to see, and as budget experts what do they see as possibilities to fill the gaps.

Mr. Rewers stated that this relates to what was done for the last budget cycle. He noted that the SFMTA has a fare indexing policy, so they do not select the fare increase, that indexing happens automatically with two triggers. The SFMTA won't raise the cost every year, it has to grow to a certain point, a quarter, he said. The two triggers are Consumer Price Index (CPI) or inflation, if it goes up at a certain rate that triggers a fare increase. The second is labor costs of the agency, and the labor costs typically track with CPI with a small difference. He said there have been some years with no cost increase, but if CPI and the labor cost goes up, it triggers a fare increase. Last time, the agency decided not to do what they had done in the past and just do an across the board increase. Instead, they looked at who they were impacting with



different fare products. They also looked at the costs of the agency and what was generating enough to cover costs.

Ms. Hammons stated that to add a historical perspective back to 2004, as so many agencies had done the agency hadn't raised fares for almost ten years because of the strong economy. What the agency decided at that point was to adopt the indexing policy to not have these periods of no increase. She said it seemed backwards that in good economic times, the agency didn't need the money or have a reserve, so they didn't raise fares. She noted that there was a balance but that not raising fares at all was an issue. She said that at the same time as this fare policy was established, the agency created the rainy day fund so that they would have money to sustain themselves, but that the agency is reaching the point where there needs to be a balance.

Mr. Manglicmot noted that fare indexing was done to the nearest quarter. He also added that the reason for the indexing policy is that if they weren't indexed, and costs continued to rise, the public would see a steep increase all at once, but less frequently, because fares need to catch up with expenditures. Further, he said they didn't want that to potentially harm ridership, which could cause what is known in the transit agency as the "death spiral". He said the agency wants a predictable indexing policy for all revenue (not just fares) that the agency controls.

Ms. Thoe asked if anyone could answer the question about moving forward. She stated that she understood the indexing, and that it was a common sense logical policy, but that it was outpacing inflation on its own and disincentivizes using transit. She asked about other revenue streams, if it were possible to increase indexing on other revenue streams for activities that we want to disincentivize like driving, because she feels that costs can't continue to increase as they have because it becomes untenable.

Mr. Rewers said that they did do things like Ms. Thoe suggested and that it was the theory of the SFMTA in 1999 when the voters combined the Municipal Railway and the Department of Parking and Traffic, that the surplus revenues that parking generated would cover the gaps that Muni transit had had for a very long time. He said that San Francisco is a progressive city that disincentivizes parking and driving and that because of this, revenues have declined because fewer people are driving. He said that in the last budget, the SFMTA extended parking meter hours in the evening and would be extending parking meter hours into Sunday but that the agency has run out of days of the week.

Ms. Hammons noted that over time Muni fares have gone up but that other fines have gone up more like street sweeping tickets. She said that the SFMTA has focused on transit first, but there is only so much you can do with that. She said that the same way that they have discount programs on fares, they are also working on programs to provide relief to low-income folks who get parking tickets or are towed. It is a balance, but the agency is reaching the point where only so much is sustainable, e.g., how high can parking tickets and fares go. She said that they need to be looking for dedicated revenue streams to support operations in a different way.

Mr. Manglicmot noted that the agency did go line by line through revenue sources to see what could be maximized, and that some are capped by state law. He said that most driving-related sources are maxed out.



Vice Chair Klein thanked everyone for good questions and answers and opened the item up to public comment.

During public comment, Roland Lebrun said he hoped Muni was coordinating with the MTC regional fare coordination task force, which is trying to harmonize fares across all nine Bay Area counties.

Edward Mason stated that the Free Fare for All blurs with the discount programs, and that he agrees with Mr. Lebrun on the big picture. He said this item focused on essential workers and that we should be encouraging discretionary riders to increase overall ridership and support transit. He stated that requiring a welcome back to trusting transit from COVID and frequent on time service is pre-mature. He asked if Muni is currently capable of providing world-class consistent service with hours of operation, reliability, frequency, extra on-board operators and extra vehicles to rapidly deploy to disruptions. He said that due diligence requires an organization budget headcount chart with actual and on-board personnel because he feels that they are lacking personnel to adequately provide the service. He asked if on the funding slide, a new sales tax would provide \$100 million, if that is the new Prop K future, and would that generate \$100 million per year. He also asked what the Salesforce Tower would generate in parcel tax, with the given range. He noted that parcel taxes are based on a 2-dimensional size not 3-dimensional. He said that Free Muni should be delayed and attracting discretionary riders from a financial perspective makes no sense.

12. Update on the Pennsylvania Avenue Extension Project - INFORMATION

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

During public comment, Roland Lebrun said that he had investigated the PAX project prior to the Railyard Alignment and Benefits (RAB) Study. Mr. Lebrun said that any station on the PAX alignment would need to have 700 feet of length for each platform. He said that 7th Street and Cesar Chavez Street would be feasible station locations. He stated his preference for the long tunnel alignment option for the project. Mr. Lebrun indicated that an additional tunnel beneath Potrero Hill had been historically contemplated for the corridor by Union Pacific Railroad. He added that the alignments would be close to the I-280 freeway.

Other Items

13. Introduction of New Business - INFORMATION

On behalf of Sophia Tupuola, Vice Chair Klein asked how the Transportation Authority could ensure safety in the communities of concern during times of peaked violence. He said in the past week there was a man walking around the community with an AK-47 killing at least 3 community members from Double Rock and Potrero Hill projects. He said she would like the youth to be able to safely leave their homes and get around the city to do essential things and asked if there were ways to delegate more Muni ambassadors to those areas to walk youth to bus stops.

Vice Chair Klein said it has been some time since they have had people in charge of office public safety come before people in charge of policing public transit to join the Board. He encouraged it be brought to their attention y staff, at a next convenient meeting that individual can give a presentation on this and updated stats as it pertains to transportation.,

Mr. Gower requested a presentation on the future of the Slow Streets program as they come out of the pandemic. He said multiple District 11 neighborhoods and borders



are talking about what permanency of the program look like. He said in particular the communities want to expand and continue the slow streets program in the post pandemic period and want to understand the process of who the county stakeholders are that are looking into the slow streets and which funds will be maintained. He said, in particular, there were a lot of questions around into John F Shelley Drive in McLaren Park. He said that neighborhood organizations are trying to keep the Slow Streets program because of the positive impacts it has had on McLaren Park. He asked who are the stakeholders, how are the decisions made and how can community members have robust discussions with the right individuals that can make sure their questions are heard.

Vice Chair Klein said it's an excellent idea and asked staff if it is a reasonable request that can be arranged.

Maria Lombardo, Chief Deputy Director said they would follow up on that request.

Ms. Buffum shared that over the past weekend, there was a demonstration of over 300 people, predominantly with children out on the Great Highway. She said the interest in keeping it a park and for recreation for people is incredibly strong. She also emphasized that the Great Highway does not belong to District 4 it belongs to the entire city and she requested an update on the JFK Drive topic.

Ms. Thoe echoed Ms. Buffum's comments and said in the District 6 neighborhood they have less park space than any other community in the city and the Great Highway has been a great space for her to recreate and get fresh air. With respect to safety on Muni, she said she heard the transit assistance program have been shut down during COVID, and she said an update on rolling the program back out would be appreciated. She also provided a link for a workshop for a residential bike parking event.

Vice Chair Klein said as a resident of District 1, he doesn't feel like he has more power or right to say what happens to the Great Highway. He said he is however concerned about traffic and how additional traffic affects the neighborhood in that area especially with kids. He said he wants to make sure that all the experts give them their insights on what is occurring and what the community needs.

There was no public comment.

14. Public Comment

During public comment Roland Lebrun commented on the performance of the Microsoft Teams platform. He also suggested a timer be added so that public commenters can be aware of their time and asked staff to provide closed captioning as another option for viewers, if possible.

Vice Chair Klein said that the suggestions were great and turned to staff for next steps.

Ms. Lombardo replied that staff would look into the requests.

15. Adjournment

Vice Chair Klein expressed sympathy from one public agency to another to the family members of those that were targeted in the recent Santa Clara Valley Transit Authority tragedy. He said being a part of the transit circle, it would be remiss to not recall their memories on this day.

The meeting was adjourned at 8:39 p.m.

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San Francisco County Transportation Authority

State Legislation - June 2021

(Updated June 2, 2021)

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

Table 1 provides an update on Assembly Bill (AB) 117 (Boerner Horvath) and AB 550 (Chiu), on which the Transportation Authority has previously taken a support position, and AB 629 (Chiu), which the Transportation Authority has on its Watch list.

Table 2 shows the status of all active bills on which the Board has already taken a position this session.

Table 1. Notable Updates on Bills in the 2021-2022 Session

| Adopted Positions | Bill # Author | Title and Update |
|-------------------|---|---|
| Support | AB 117 Boerner Horvath D | <p>Air Quality Improvement Program: electric bicycles</p> <p>This bill makes electric bicycles eligible to receive funds from the Air Quality Improvement Program (AQIP). Previously this bill would have also created a statewide Electric Bicycle Incentive Pilot Program to provide consumer rebates for the purchase of electric bicycles, with priority given to low-income households. Since the last meeting, the bill was amended to remove the incentive program, so it now only addresses their eligibility within the AQIP.</p> <p>We are disappointed about the amendment. However, if the bill is approved in its current form, we will work to make a case at the California Air Resources Board in the next round of development of the AQIP funding plan for electric bicycle incentives, in particular for low income households.</p> |
| Support | AB 550 Chiu D | <p>Vehicles: speed safety system pilot program.</p> <p>This bill would have authorized five jurisdictions, including San Francisco, Oakland, and San Jose, to implement a speed safety camera pilot program in certain locations after approving a Speed Safety System Use Policy and Speed Safety System Impact Report. Securing this authorization has been a top priority for the San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority for years, and the bill was also supported by Mayor Breed and the Board of Supervisors.</p> <p>On May 20, AB 550 was held in committee, meaning the bill can no longer move forward this legislative session. We will regroup with the SFMTA and Assemblymember Chiu to determine why it was held back and work to identify ways to mitigate those factors if similar legislation is proposed in future years. While the bill had broad support from local jurisdictions and walking and biking advocacy organizations, there was significant opposition on record at the time of the hearing, including from the California Teamsters Public Affairs Council, California Conference Board of the Amalgamated Transit Union, and California Walks. We have refocused our advocacy on AB 43 (Friedman), which will give cities greater flexibility in setting local speed limits based on safety. This bill has passed out of the Assembly and is currently in the Senate Transportation Committee, with no hearing date assigned yet.</p> |

San Francisco County Transportation Authority

| Adopted 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) and transit agencies to accomplish a number of mandates, including establishing a transit priority network, studying and piloting fare integration, standardizing mapping and wayfinding, and coordinating schedules. The current language was meant to serve as placeholder language that would be updated once the Blue Ribbon Transit Recovery Task Force (BRTF) concluded its work and released its Action Plan in June/July 2021.</p> <p>AB 629 was unable to meet statutory deadlines and has become a 2-year bill, so the Legislature will be able to take the bill up again starting in December. This delay means that the author will have additional time to take into consideration the BRTF Action Plan once it is released. MTC has also secured a contractor to perform preliminary analysis of possible Network Management alternatives, including possible governance structures and associated roles and responsibilities. They will present their recommendation for which alternatives should be evaluated further in a more detailed Business Case to the BRTF in July. Work on the Business Case will continue through Spring 2022.</p> |

Table 2. 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 6/2/2021) |
|-------------------|---|---|--|
| Support | AB 43 Friedman D | Traffic safety. Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified. | Assembly Floor to <i>Senate Transportation</i> |
| | AB 117 Boener Horvath D | Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program. | Assembly Transportation to <i>Senate Desk</i> |
| | AB 455 Wicks D Coauthors: Chiu D Wiener D | Bay Bridge Fast Forward Program. Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. | Assembly Appropriations to <i>Senate Desk</i> |

San Francisco County Transportation Authority

| | | | |
|-----------------------|--|---|---|
| | AB 550 Chiu D | Vehicles: speed safety system pilot program. Authorizes speed safety camera pilot program, subject to conditions, in San Francisco and four other cities. | <i>Dead</i> |
| | AB 917 Bloom D | Vehicles: video imaging of parking violations. Authorizes the use of forward-facing cameras on buses to enforce parking violations in transit-only lanes and in bus stops statewide. | Assembly Floor |
| | AB 1238 Ting D | Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists. | Assembly Appropriations to <i>Senate Desk</i> |
| | AB 1499 Daly D | Transportation: design-build: highways. Extends expiration of authority to use design-build method of contract procurement from January 1, 2024 to January 1, 2034. | Assembly Appropriations to <i>Senate Desk</i> |
| | SB 339 Wiener D | Vehicles: road usage charge pilot program. Extends the California Road Usage Charge Technical Advisory Committee and require the implementation of a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program. | Senate Floor to <i>Assembly Desk</i> |
| Oppose Unless Amended | AB 859 Irwin D | Mobility devices: personal information. Restricts a public agency's authority to collect anything but anonymized, aggregated, deidentified data from shared bicycles, scooters, transportation network companies, and autonomous vehicles. | <i>Dead</i> |
| Oppose | AB 5 Fong R | Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan. Suspends appropriation of cap and trade funds to the HSRA for two years and transfers moneys collected for use on K-12 education. | <i>Two-Year Bill</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.

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Memorandum

AGENDA ITEM 5

DATE: June 17, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 07/13/2021 Board Meeting: Allocate \$14,892,610 and Appropriate \$200,000 in Prop K Funds, with Conditions, for Eight Requests

| | |
|---|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,000,000 to Caltrain (PCJPB) for:</p> <ol style="list-style-type: none"> 1. Enterprise Asset Management Software System (\$750,000) 2. Right of Way Fencing (\$250,000) <p>Allocate \$3,000,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Golden Gate Ave and Laguna St Pavement <p>Allocate \$10,892,610 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Paratransit (\$10,233,010) 5. District 9 Traffic Calming [NTIP Capital] (\$165,000) 6. Bicycle Safety Education and Outreach (\$220,000) 7. District 4 Neighborway Network (\$274,600) <p>Appropriate \$200,000 in Prop K funds, with conditions for:</p> <ol style="list-style-type: none"> 8. Downtown Congestion Pricing Study - Additional Outreach <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have. At the Citizens Advisory Committee meeting, Transportation Authority staff will provide a brief update on the Downtown Congestion Pricing Study and the proposed additional outreach work requested by the Board.</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> |
|---|--|

DISCUSSION

Attachment 1 summarizes the subject allocation and appropriation 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.

Downtown Congestion Pricing Study (SFCTA): The purpose of the Downtown Congestion Pricing Study is to identify how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Since its launch in Fall 2019, the study has identified and evaluated alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach is centered on low-income communities of color and other historically underinvested communities.

As noted in the December 2020 Prop K appropriation, the project team identified that the first round of outreach was more labor-intensive than originally scoped due to the pandemic, and that as staff established a plan for the study's second major round of outreach under Shelter in Place, we would consider scope and funding options for the upcoming outreach round. At the April 13, 2021 Board meeting, Chair Mandelman requested that staff extend the study by 6 months to provide more time for stakeholder input. We have included those considerations in this request, primarily, the six-month schedule extension to allow for more stakeholder input opportunity, and enhanced targeted outreach with business, employer, and labor representatives.

FINANCIAL IMPACT

The recommended action would allocate \$14,892,610 and appropriate \$200,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2021/22 allocations and appropriations approved 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 proposed Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its June 23, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and Prop AA Allocation Summaries - FY 2021/22



- Enclosure - Allocation Request Forms (8)

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 | 7 | PCJPB | Enterprise Asset Management Software System ⁴ | \$ 750,000 | \$ 750,000 | 69% | 0% | Construction | 6, 10 |
| Prop K | 7 | PCJPB | Right of Way Fencing ⁴ | \$ 250,000 | \$ 1,500,000 | 69% | 83% | Construction | 6, 10 |
| Prop K | 23 | SFMTA | Paratransit | \$ 10,233,010 | \$ 32,170,414 | 27% | 68% | Operations | Citywide |
| Prop K | 34 | SFPW | Golden Gate Ave and Laguna St Pavement Renovation | \$ 3,000,000 | \$ 4,178,910 | 79% | 28% | Construction | 5 |
| Prop K | 38 | SFMTA | District 9 Traffic Calming [NTIP Capital] | \$ 165,000 | \$ 165,000 | 51% | 0% | Design, Construction | 9 |
| Prop K | 39 | SFMTA | Bicycle Safety Education and Outreach | \$ 220,000 | \$ 220,000 | 28% | 0% | Construction | Citywide |
| Prop K | 39 | SFMTA | District 4 Neighborway Network | \$ 274,600 | \$ 274,600 | 28% | 0% | Design | 4 |
| Prop K | 43 | SFCTA | Downtown Congestion Pricing Study - Additional Outreach | \$ 200,000 | \$ 3,200,000 | 54% | 61% | Planning | Citywide |
| TOTAL | | | | \$ 15,092,610 | \$ 42,458,924 | 36% | 62% | | |

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- ² Acronyms: PCJPB (Caltrain); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

PCJPB projects note: Prop K funds help to offset the City and County of San Francisco's local match contribution to Caltrain's FY 2020/21 capital budget. Overall, Prop K funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|-----------------|---|------------------------|--|
| 7 | PCJPB | Enterprise Asset Management Software System | \$ 750,000 | Implement an Enterprise Asset Management (EAMS) system to inventory and manage all of Caltrain's major assets, providing information on an asset's condition, anticipated service life and renewal to inform capital planning. This project consists of EAM software implementation including process mapping / improvement and data gathering activities to support EAM implementation. Scope of work includes identifying data types and required fields to ensure that data is complete, establishing data standards and structure to ensure that data is consistent, developing and documenting processes to ensure that data is correct and current, and centralizing data to ensure that data is convenient. |
| 7 | PCJPB | Right of Way Fencing | \$ 250,000 | The Right of Way Fencing project is an ongoing project to install fencing along the Caltrain right of way to reduce trespassing, vandalism, illegal dumping, and deaths along the Caltrain right of way. |
| 23 | SFMTA | Paratransit | \$ 10,233,010 | The SFMTA provides paratransit services to persons with disabilities. Since 2004 Prop K funds have supported the program's taxi trips, pre-scheduled van trips, inter-county trips, and group van trips to senior centers. This request includes \$40,000 to fund SFMTA's Ramp Taxi Incentive Program, which provides financial incentives to drivers/companies to increase the supply of wheelchair-accessible ramp taxis available through the paratransit program. |
| 34 | SFPW | Golden Gate Ave and Laguna St Pavement Renovation | \$ 3,000,000 | Demolition and pavement renovation of 36 blocks, construction and retrofit of 21 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits: Golden Gate Avenue from Van Ness Avenue to Divisadero Street; and Laguna Street from Haight Street to Golden Gate Avenue and Turk Street to Pine Street. Public Works plans to advertise the contract, which will incorporate subsurface improvements by the SF Public Utilities Commission, in August 2021, and expects the project to be open for use by September 2023. |

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|--------------------|--|---------------------------|---|
| 38 | SFMTA | District 9 Traffic Calming [NTIP Capital] | \$ 165,000 | Implement traffic calming measures to keep local streets safe for pedestrians and bicyclists by preempting speeding and cut-through traffic. Project will focus on the Folsom Street and Crescent Avenue corridors in the Mission and Bernal neighborhoods. Specific improvements will include: four speed cushions on Folsom Street between 20th and 22nd streets; two traffic islands at Folsom and 21st Streets; speed tables on Crescent Avenue between Mission and Leese streets and between Porter and Bache streets; and a raised crosswalk at Crescent Avenue and Murray Street. SFMTA anticipates completing the project by September 2022. |
| 39 | SFMTA | Bicycle Safety Education and Outreach | \$ 220,000 | Provide 16 months of the Bicycle Safety Education and Outreach program to deliver over 80 classes including Adult Learn-to-Ride, Smart City Cycling, Night and All-Weather Biking, Sharing City Streets, and Youth Freedom From Training Wheels. SFMTA is requesting \$120,000 more than last cycle to fund twice as many classes and to encourage people to shift to bicycling for transportation after increases in car use during the pandemic. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 2,000 people. Outreach and classes will be supported by robust engagement through partnerships with community organizations. Contractor may propose mixture of online and in-person classes for classroom-based sessions. |
| 39 | SFMTA | District 4 Neighborway Network | \$ 274,600 | Funds will be used to design improvements for a network of streets in the Sunset neighborhood to make them comfortable for bicyclists of all ages and abilities. The project leverages existing transportation planning in the district, including the Transportation Authority's District 4 Mobility Study, and the SFMTA's Slow Streets program. Request will fund SFMTA staff to review options and designs with the public using the preferred network identified in the District 4 Mobility Study. See page E5-69 of the enclosure for a map of potential corridors. SFMTA expects to complete detailed design by September 2022, followed immediately by the start of construction. The current construction phase funding plan includes Prop K funds, which could be supplemented with SFMTA fund sources if needed. |

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|--------------------------|--------------------|---|---------------------------|---|
| 43 | SFCTA | Downtown Congestion Pricing Study - Additional Outreach | \$ 200,000 | Study how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Study will evaluate alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach is centered on low-income communities of color and other historically underinvested communities. Per Board direction, request will fund additional outreach to business, employer, labor, and regional stakeholders and a six month extension of study timeline. We anticipate presenting draft recommendations to the Board in October 2021, and completing the final report by December 2021. |
| TOTAL | | | \$15,092,610 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendations |
|-----------------------|-----------------|---|--------------------------|--|
| 7 | PCJPB | Enterprise Asset Management Software System | \$ 750,000 | |
| 7 | PCJPB | Right of Way Fencing | \$ 250,000 | |
| 23 | SFMTA | Paratransit | \$ 10,233,010 | Annual Allocation: Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/22). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2022), any remaining unclaimed amounts will be deobligated and made available for future allocations. |
| 34 | SFPW | Golden Gate Ave and Laguna St Pavement Renovation | \$ 3,000,000 | |
| 38 | SFMTA | District 9 Traffic Calming [NTIP Capital] | \$ 165,000 | Multi-phase allocation is recommended given the straightforward scope, including speed humps, tables and cushions and overlapping design and construction phases as work is conducted on multiple corridors. |
| 39 | SFMTA | Bicycle Safety Education and Outreach | \$ 220,000 | 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Bicycle Circulation and Safety 5YPP. See enclosed allocation request form for details. |
| 39 | SFMTA | District 4 Neighborway Network | \$ 274,600 | |
| 43 | SFCTA | Downtown Congestion Pricing Study - Additional Outreach | \$ 200,000 | Deliverable: Project team will present the draft project recommendations to the Citizens Advisory Committee and Board (anticipated fall 2021) and the final report. 5YPP Amendment: The recommended appropriation is contingent upon amendment of the Transportation Demand Management/Parking Management 5YPP. Funding this request would require an amendment to the 5YPP to reprogram \$200,000 from a placeholder for "Connect SF Modal Study Follow On" to the subject project. We will seek other funding, potentially including future sales tax, to backfill the 'ConnectSF Modal Study Follow On' placeholder. See enclosed allocation request form for details. |

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendations |
|-----------------------|-----------------|--------------|--------------------------|-----------------|
| TOTAL | | | \$ 15,092,610 | |

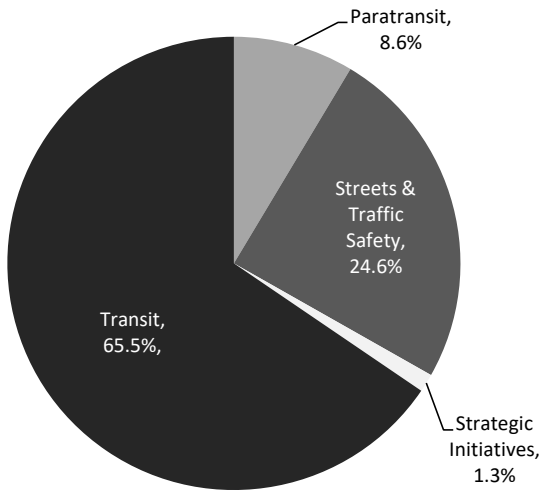
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2021/22

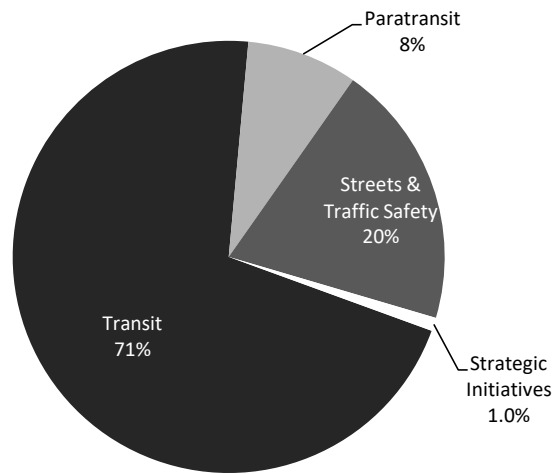
| PROP K SALES TAX | | | | | | |
|-----------------------|---------------|---------------|--------------|------------|------------|------------|
| FY2021/22 | Total | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 |
| Prior Allocations | \$ 11,362,378 | \$ 7,449,781 | \$ 3,747,597 | \$ 165,000 | \$ - | \$ - |
| Current Request(s) | \$ 15,092,610 | \$ 8,991,600 | \$ 5,351,010 | \$ 750,000 | \$ - | \$ - |
| New Total Allocations | \$ 26,454,988 | \$ 16,441,381 | \$ 9,098,607 | \$ 915,000 | \$ - | \$ - |

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

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



Prop K Investments To Date



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Memorandum

AGENDA ITEM 6

DATE: June 18, 2021

TO: Transportation Authority Board

FROM: Hugh Louch - Deputy Director for Planning

SUBJECT: 06/22/21 Board Meeting: Adopt the Upper Great Highway Concepts Evaluation Report

RECOMMENDATION Information Action

Adopt the Upper Great Highway Evaluation Report

SUMMARY

As part of the District 4 Mobility Study, Transportation Authority staff have been evaluating long term options for the Upper Great Highway. The evaluation demonstrates that full closure or partial closure concepts are possible under pre-pandemic traffic conditions but would require additional network improvements and monitoring of safety, traffic patterns, transit impacts, and emergency response.

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

BACKGROUND

As part of the city's response to the COVID pandemic, San Francisco temporarily repurposed the Great Highway to be a promenade for recreational use. The road was closed prior to the start of the pandemic for regular sand removal and has been closed ever since.

At the time the pandemic began, Transportation Authority staff was conducting the District 4 Mobility Study at the request of Commissioner Mar, to identify improvements to transit, walking, and biking in the Outer Sunset and Parkside neighborhoods. Commissioner Mar requested that an evaluation of future options for the Upper Great Highway be incorporated into the work on the District 4 Mobility Study.

The Upper Great Highway is a four-lane roadway and coastal trail under the jurisdiction of the Recreation and Park Department (RPD) and maintained by Public Works. Traffic on the Upper Great Highway and the surrounding street network and multimodal transportation system is managed by San Francisco Municipal Transportation Agency (SFMTA).



The District 4 Mobility Study, which includes the Upper Great Highway evaluation work, was funded through the Transportation Authority's Neighborhood Transportation Improvement Program or NTIP. The NTIP was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The NTIP is made possible with Proposition K local transportation sales tax funds.

We anticipate presenting the final report for the remaining District 4 Mobility Study work, other than the Upper Great Highway evaluation work, to the Board for approval at the July 27 meeting.

DISCUSSION

The Upper Great Highway evaluation includes identifying feasible options, development of an evaluation framework based on study and city goals and policies, and outreach. The study includes detailed review of the potential traffic impacts of concepts under typical pre-pandemic travel patterns.

Options. The study evaluated five options:

- Concept 1: Four-lane Roadway
- Concept 2: Promenade/Two-way Roadway
- Concept 3: Full Promenade/Complete Vehicle Closure
- Concept 4: Timed Promenade (Weekends)
- Concept 5: Promenade/One-way Roadway

Evaluation. To evaluate future Upper Great Highway concepts, staff considered several factors related to several City policies and goals. These included:

- Climate change/Resiliency
- Recreation, well-being and health
- Transit first/sustainable mode choices
- Vision Zero/Safety
- Economic Vitality/Mobility
- Costs (capital and operating)

We used a variety of data sources and tools to support this evaluation, including counts of bicycle and pedestrian use of the current promenade, traffic collisions records for the last five years, and transportation modeling and microsimulation that describe how changes in the transportation network (i.e., closing the Upper Great Highway) lead to changes in travel patterns and performance at select intersections.



A full promenade/closure (Concept 3) would require significant additional network improvements to minimize the impacts of traffic diversions and other potential safety and transit impacts. Key impacted locations include:

- Chain of Lakes. Both our analysis and community observations indicated significant traffic volumes and delays on Chain of Lakes through Golden Gate Park.
- Lake Merced Boulevard. For vehicles diverted to Sunset southbound, Lake Merced Boulevard to Skyline is the most direct connection to replace the Upper Great Highway to Sloat to Skyline movement that is anticipated with a closure.
- Sunset/Sloat Intersection. While this present the most direct path of travel to Skyline Blvd, improvements may be needed to help facilitate and encourage safe travel between Sunset and Sloat southbound.

The Timed Promenade (Concept 4) is expected to impact the same areas but only on the weekends when in operation. Under the Promenade/One-way Roadway (Concept 5), Chain of Lakes and the Sunset/Sloat intersection are somewhat impacted and would require additional improvements though at a lower cost and overall risk (funding/schedule).

Outreach. Two primary outreach events related to the Great Highway Concepts Evaluation were hosted in November 2020 and March 2021 to provide the community an opportunity to learn about the concepts and share their feedback. There were approximately 500 attendees who participated in the November event and 190 attendees at the March event.

Following the November 2020 outreach event, the Transportation Authority conducted a survey to gain an understanding of community preferences for the future of the Great Highway. The survey was distributed at the event, through newsletters, and via a texting survey and received nearly 4,000 responses. Overall, a majority of respondents (53%) supported a promenade including a majority of respondents from the Sunset (52%). Respondents of the Richmond supported reopening the road to vehicles by a similar margin and nearly two thirds of respondents from other parts of the City (not the Richmond or Sunset) supported a promenade.

In addition, staff has documented hundreds of emails received and petitions regarding the Upper Great Highway.

Key Findings and Recommendations. Based on cost and safety, the two-way roadway on one-side (Concept 2) was deemed to be infeasible and is not recommended. The remaining options all appear feasible but have different strengths and weaknesses. A full or partial closure is feasible long term:

- Full closure would provide recreation, wellness and bicycle/pedestrian network benefits but requires significant improvements to address traffic and transit impacts from diversions. There is also greater schedule and delivery risk associated with the unknown site conditions and higher cost of this option.



- The Timed Promenade is expected to provide some of the benefits of the full promenade, but would require most of the cost of the full promenade. A weekend only promenade is only recommended as a potential interim option if a full promenade is pursued long term.
- The Promenade/One-way Roadway concept also has some of the benefits of the full promenade and slightly reduced costs and risks for delivering transportation improvements.
- For any closure concept, there may be additional traffic calming needed on Outer Sunset streets, depending on results of the traffic calming conducted to date as well as design efforts to ensure Muni 28 and 29 line operations are not adversely affected at traffic hotspots.

If the Upper Great Highway remains fully or partially closed in the interim, we recommend monitoring a number of metrics to help shape ongoing improvements:

- Safety:
 - Collision incidents and trends on streets associated with the project Upper Great Highway, Lower Great Highway/La Playa, and other adjacent streets.
 - Emergency response times.
- Traffic: Volumes and traffic issues at key intersections and corridors where Upper Great Highway traffic is expected to be diverted.
- Transit: Performance of 29 Sunset, 28 19th Avenue and 18 46th Avenue bus lines.
- Parking: availability of parking for local and visitor use.
- Public feedback

In addition, for any interim closure, clear metrics and thresholds of performance should be identified to monitor effectiveness or the need for re-design as warranted.

Next Steps. SFMTA and RPD will be considering the concepts and findings in this report and are developing an outreach process to gather more public input for near-term design options for the Upper Great Highway. This effort began with a joint hearing of the Recreation and Park Commission and SFMTA Board of Directors on June 10, 2021.

Any near-term or long-term action would need to be approved by the San Francisco Board of Supervisors.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2020/21 budget nor on the proposed Fiscal Year 2021/22 budget.



CAC POSITION

The CAC will consider this item at its June 23, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Enclosure 1 - Upper Great Highway Concepts Evaluation Study Final Report
- Enclosure 2 - Appendices

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Memorandum

AGENDA ITEM 7

DATE: June 17, 2021

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 07/13/2021 Board Meeting: Award a 15-Month Professional Services Contract, with an Option to Extend for an Additional 6 Months, to EMC Research, Inc. in an Amount Not to Exceed \$100,000 for Voter Opinion Survey and Public Messaging Services for Transportation Sales Tax Reauthorization

RECOMMENDATION Information Action

- Award a 15-month professional services contract, with an option to extend for an additional 6 months, to EMC Research, Inc. in an amount not to exceed \$100,000 for voter opinion survey and public messaging services for Transportation Sales Tax Reauthorization
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

We are seeking consultant support to provide voter opinion survey and public messaging services for the transportation sales tax reauthorization and New Expenditure Plan development effort. We issued a Request for Proposals (RFP) for the requested services on April 22, 2021. By the proposal submission deadline on May 24, we received nine proposals. A selection panel comprised of staff from the Transportation Authority evaluated the written proposals and subsequently, invited two teams to be interviewed on June 10. Based on this competitive process, the selection panel recommended award of a voter opinion survey and public messaging services contract to the highest-ranking firm, EMC Research, Inc. which has partnered with KMM Strategies for public messaging services.

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



BACKGROUND

In November 2003, 75% of San Francisco voters approved Prop K, extending the existing half-cent local sales tax for transportation and approving a new 30-year Expenditure Plan identifying projects and programs to be funded by the sales tax. The Prop K Expenditure Plan prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and other local funds for transportation improvements over the 30-year life of the plan. The Expenditure Plan was developed as part of the first San Francisco countywide transportation plan in 2003 and provided funding to help implement the long-range transportation vision described therein.

As we approach year 20 of the Prop K program, the Board has directed staff to develop a new Expenditure Plan targeting a potential June or November 2022 ballot measure. We are considering adoption of a New Expenditure Plan now for multiple reasons: we have already delivered most of the major projects in the 2003 Expenditure Plan, we need to create a new plan to reflect new priorities that aren't currently eligible for funding, and we wish to replenish funds for programmatic categories that are running out of funds. This year we are also working on our update to the countywide plan, called the San Francisco Transportation Plan or SFTP, which will provide a funding strategy that incorporates the reauthorization of the Prop K half-cent sales tax in addition to potential new revenues measures to help close a substantial funding gap and get us closer to our long-range transportation vision. For these reasons and to position San Francisco to capture potential new infrastructure funds, we are preparing a draft expenditure plan and approval process for potential consideration and placement on the June or November 2022 ballot.

We are seeking voter opinion survey and public messaging services to focus specifically on the sales tax reauthorization and new expenditure plan development effort. We will closely coordinate with ongoing ConnectSF and SFTP efforts and with the San Francisco Municipal Transportation Agency (SFMTA) on public messaging around potential revenue sources for transportation in San Francisco. The schedule of tasks will be driven by the current plan to place the reauthorization measure on the June 2022 ballot, though that timeline may be revised to November 2022 depending on the Board's direction. Additional background on the half-cent sales tax reauthorization effort, can be found at <https://www.sfcta.org/ExpenditurePlan>. Our proposed schedule and process are shown in graphic form in Attachment 1.

Sales Tax Reauthorization Update. This voter opinion survey and public messaging work will complement our other on-going outreach efforts for reauthorization of the sales tax and development of a new expenditure plan. With the Board's approval of the Expenditure Plan Advisory Committee (EPAC) structure on June 8, we are working to finalize the invitation list with Chair Mandelman based on input from all Board members. The EPAC will provide an opportunity for public review and discussion among representatives of communities, advocacy organizations, business and civic interests, and other stakeholders, in order to provide feedback and advice on the make-up of the New Expenditure Plan.

We are currently conducting one-on-one interviews with community-based organizations, focusing first on Equity Priority Communities, to provide information about the sales tax and



reauthorization effort, learn about needs of the community and how we can advance racial equity in the next Expenditure Plan, and hear how best to engage community members moving forward in the process. Over the next few months, we will offer presentations to organizations throughout San Francisco, inviting input from their members/constituency while meeting people where they are. We will also host evening and weekend town halls (virtual, telephone or in-person as appropriate and safe) and partner with community-based organizations to host in-language focus groups in Spanish, Chinese, and Russian.

Throughout the process we will evaluate the effectiveness of our outreach at engaging Equity Priority Communities and adjust accordingly. We aim to reach people throughout the city, especially those that have been historically left out of public processes, including people of color, low-income households, mono-lingual communities, and people with disabilities.

We also continue to work with project sponsors to understand their funding needs for the next thirty years, including their priority projects and programs as well as what other revenue sources are available for transportation investments. This work, which is being done in tandem with ConnectSF and San Francisco Transportation Plan work, along with input from the public, will inform development of the New Expenditure Plan.

DISCUSSION

The goal of requested surveying and public messaging work to be performed by the selected consultant is to help determine the electoral feasibility of adopting a new transportation expenditure plan and extending the existing half-cent transportation sales tax to provide long-term funding for transportation improvements in San Francisco and to assist with public messaging to inform development of the New Expenditure Plan and education about the effort. The selected consultant will develop and administer multi-modal (i.e., land line, cell phone and on-line), multi-lingual survey of likely San Francisco voters. Analysis of responses should be provided for likely November 2022 San Francisco voters as well as the subset of voters likely to vote in the June 2022 election. In order to accommodate either the June or November election, we recommend that the contract be for a 15-month term, with an option to extend for an additional 6 months. The optional task, which is not part of the current budget for the contract, allows for a potential second round of survey and/or other research that would build upon the work and survey results obtained for the first round. New areas of exploration for the second round may include re-testing of local revenue measures against other measures anticipated to be on the same ballot and/or more refined testing meant to inform development and refinement of a draft Expenditure Plan(s) through telephone (and/or email and/or text) surveys and/or focus groups.

The consultant scope of services from the RFP is included in Attachment 2.

Procurement Process. We issued an RFP for consultant services to support reauthorization of San Francisco's transportation sales tax on April 22, 2021. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: San Francisco Chronicle, San Francisco Examiner, Small Business



Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of May 24, 2021, we received nine proposals in response to the RFP. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP. The panel interviewed two firms on June 10, 2021. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to the highest-ranked firm: EMC Research, Inc. The EMC Research, Inc. team distinguished itself based on its strong methodological approach to polling, its extensive experience with transportation revenue measure polling in San Francisco and the Bay Area, and its integrated team approach, with EMC Research, Inc. leading the overall work and surveying effort, and KMM Strategies providing messaging and communications support throughout the process. EMC Research, Inc. has recently completed similar work for the Sonoma County Transportation Authority, the Transportation Agency of Monterey County, the Peninsula Corridor Joint Powers Authority, and the Metropolitan Transportation Commission.

We established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 12% for this contract. Proposals from both interviewed teams exceeded the contract goal. The EMC Research, Inc. team includes a combined 27% DBE/LBE/SBE participation from multiple subconsultants, including InterEthnica, Inc., a San Francisco-based and women-owned firm; and Customer Research International, Inc., an Asian Pacific-owned firm. EMC Research, Inc. is headquartered in Oakland, California.

FINANCIAL IMPACT

The contract will be funded from Prop K sales tax funds. The first year's activity is included in the Transportation Authority's proposed Fiscal Year 2021/22 Budget. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

CAC POSITION

The Citizens Advisory Committee will consider this item at its June 23, 2021 meeting.

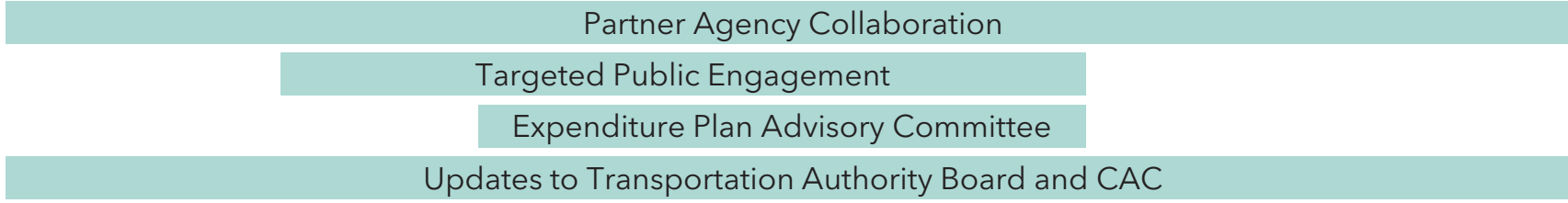
SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Process and Schedule
- Attachment 2 - Scope of Services

Proposed Process and Schedule



Outreach and Engagement



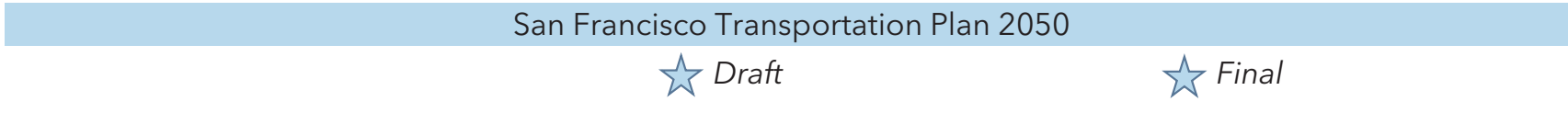
Expenditure Plan Development



Ballot Process



Concurrent Ongoing Planning



Attachment 2

Scope of Services

The Transportation Authority seeks consultant services to support reauthorization of San Francisco's transportation sales tax. The goal of requested surveying work to be performed by the selected consultant is to help determine the electoral feasibility of adopting a New Transportation Expenditure Plan and extend the existing half-cent transportation sales tax to provide long-term funding for transportation improvements in San Francisco. The selected consultant will develop and administer a telephone and/or email and/or text survey of likely San Francisco voters. Analysis of responses should be provided for likely June 2022 San Francisco voters as well as the subset of voters likely to vote in the November 2022 election. The survey methodology should address the following:

- 1) Testing reauthorization of the existing local transportation sales tax (of 0.5%), and potentially looking at this in combination with other local transportation measures that may be targeting the same ballot, e.g. the SFMTA discussed the possibility of a General Obligation Bond and/or a Community Facilities District ballot measure(s) as potential candidates for a June 2022 ballot.
- 2) Significant preference differences among likely voters for different types of projects such as improving public transit (both local and regional), repairing local streets, reducing traffic congestion, improving pedestrian and cyclist safety, maintaining and repairing MUNI facilities, and increasing and protecting transit services (MUNI operations and paratransit).
- 3) Significant preference differences among likely voters between different geographic areas within San Francisco and for different ethnic and income groups.
- 4) Significant preference differences among likely voters between those who identify themselves primarily as drivers versus users of transit or other sustainable transportation modes.

The intent is to achieve a margin of error between 3-4% for tabulations aggregated to the citywide level, and for four to five groupings of supervisorial districts for both the likely June 2022 and November 2022 voters. Further, for comparisons of responses from drivers versus transit users, and other subcategories, it is understood that the margin of error will vary and will generally be larger than 3-4%.

Finally, the proposed schedule for this effort will assume we are targeting the June 2022 election, which will require a Board of Supervisors action to place a measure on the ballot no later than early March 2022.

The work to be performed under contract includes the following tasks: 1) Project Management, 2) Draft Voter Survey, 3) Conduct Survey and Compile Results, 4) Public Messaging, and 5) Optional Tasks. The tasks are detailed below:

TASK 1 - Project Management

Provide project management and administration to deliver the approved scope of services within the approved schedule and budget.

Deliverables:

1. *Project reporting and invoices by task*
2. *Weekly progress meetings*

TASK 2 - Draft Voter Survey

Based upon input from Transportation Authority staff, prepare the draft survey instrument for the voter opinion poll and document the sample survey methodologies and process proposed to conduct the survey and to analyze the survey results, i.e., detailed polling work plan including recommendations on polling instrument(s), sample size and margins of error, etc. Present proposal to staff and revise the instrument and polling methodologies based upon comments. If recommended by the selected consultant and subject to Transportation Authority approval, conduct a pretest of the survey instrument to determine any needed revisions to assure the maximum possible response rate and valid responses. Considering the results of the pretest and additional comments from Transportation Authority staff, revise the survey instrument and the sample survey methodology.

Deliverables:

1. *Draft survey instruments and methodologies, and discussion with Transportation Authority staff*
2. *Review of pretest results with Transportation Authority staff, if authorized*
3. *Final survey instruments and methodologies*

TASK 3 - Conduct Survey and Compile Results

Conduct the survey as described in the final draft survey instrument and methodologies. Analyze survey results and incorporate the following items in the draft survey report: a tabulation of survey results, cross tabulations as appropriate, key findings, detailed findings, conclusions, recommendations, and other relevant information. Prepare stand-alone executive summary. Discuss the draft survey report with Transportation Authority staff and prepare final survey report and the stand-alone executive summary, incorporating Transportation Authority staff comments.

Deliverables:

1. *Updates on survey progress and relevant issues*
2. *Preliminary summary of results and discussion of results with staff (draft presentation slide format is acceptable)*
3. *Draft and final survey report, including executive summary*
4. *Draft and final presentation slide deck, and presentation to Transportation Authority Board, meeting date TBD*

TASK 4 - Public Messaging

Assist the Transportation Authority in developing messaging to educate and inform residents citywide about a proposed ballot measure.

1. *Deliverable(s): Draft and final messaging*

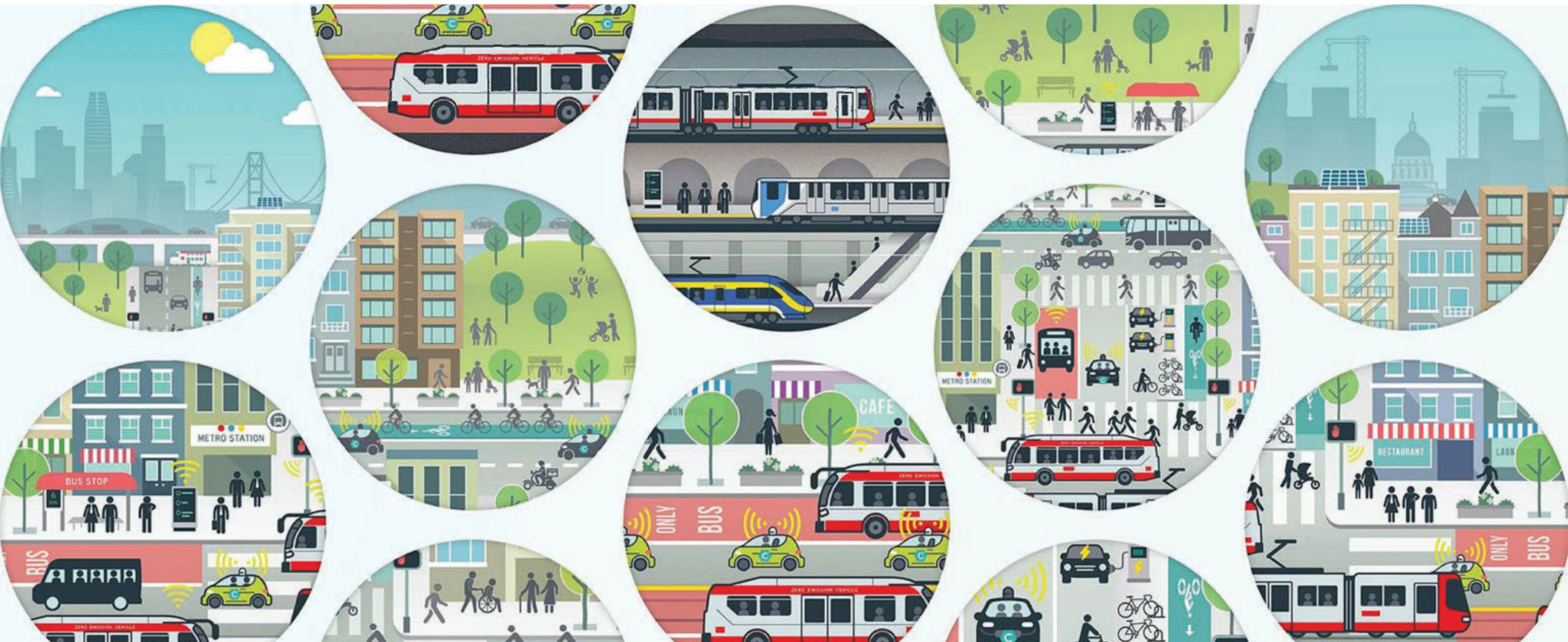
OPTIONAL TASK 5 - Conduct Additional Round of Surveys

Subject to Transportation Authority approval, conduct a second round of surveys to further test the sales tax. The second round of survey work would be expected to build upon the work and survey results obtained for the first round. New areas of exploration for the second round may include re-

testing of local revenue measures against other state, regional or local revenue measures anticipated to be on the same ballot and/or more refined testing meant to inform development and refinement of a draft Expenditure Plan(s) through telephone (and/or email and/or text) surveys and/or focus groups. It is expected that the level of effort for the second round of surveys would be less than the first and that the selected consultant would build upon deliverables produced for the first round.

Deliverables:

1. *To be determined if and when optional tasks are authorized by the Transportation Authority.*



Streets and Freeways Strategy and Outreach Update June 2021

ConnectSF

connectsf.org

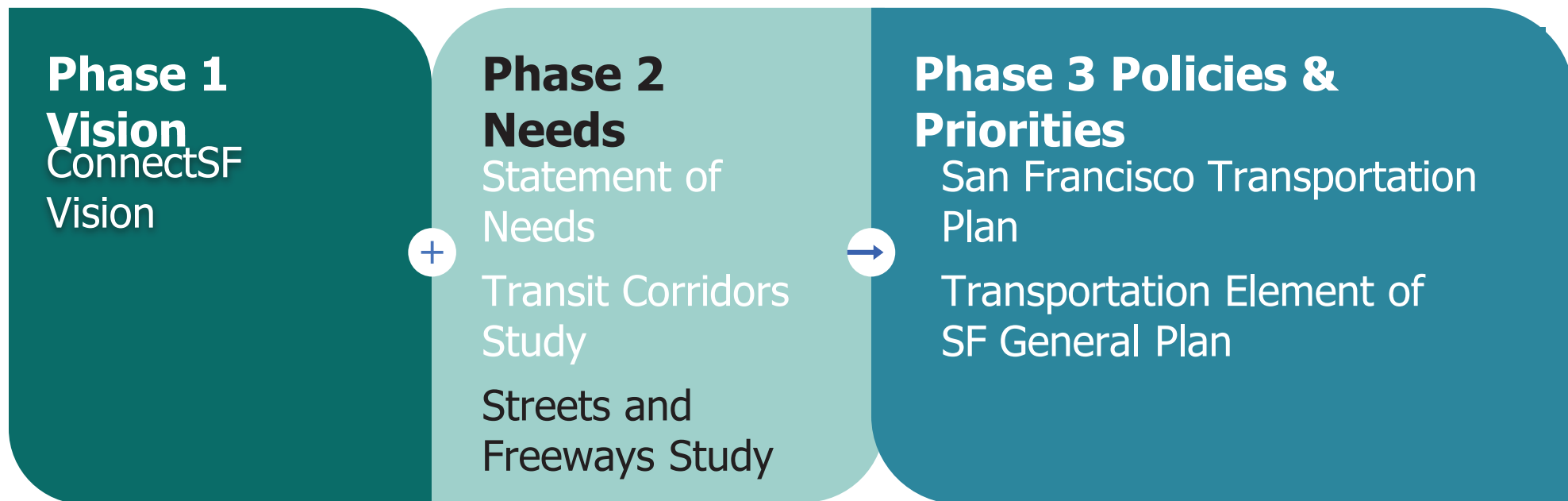
ConnectSF@sfgov.org

ConnectSF Background

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



About ConnectSF



Long Range Planning Goals



Equity



**Economic
Vitality**



**Environmental
Sustainability**

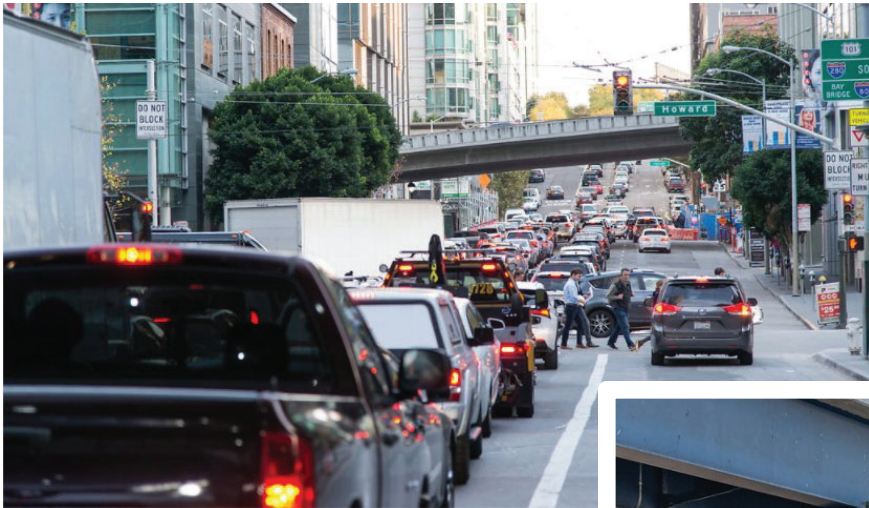


**Safety
and
Livability**

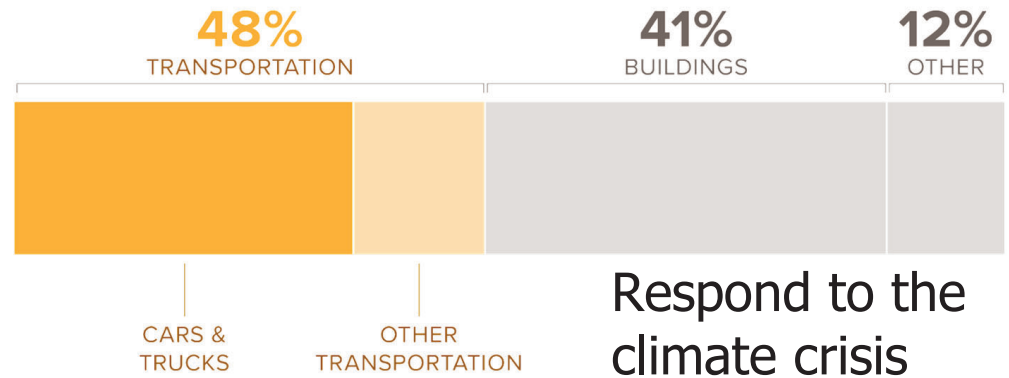


**Accountability
and
Engagement**

Challenges for our Streets and Freeways



We have limited street space



Respond to the climate crisis



Freeways divide some communities, create negative impacts

Recommendations

- 1. Maintain and reinvest in the current transportation system**
- 2. Prioritize transit and carpooling on our streets and freeways**
- 3. Build a complete network for walking and biking**
- 4. Prioritize safety in all investments and through targeted programs**
- 5. Repair harms and reconnect communities**

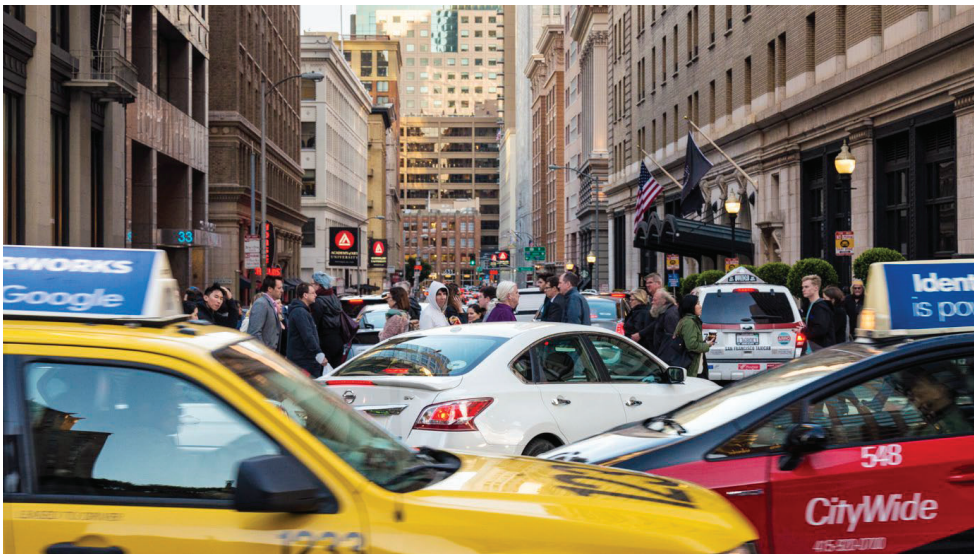
1 Maintain and Reinvest in the Current Transportation System



2 Prioritize Transit and Carpooling on our Streets & Freeways



2 Prioritize Transit and Carpooling on our Streets & Freeways



Exploring pricing to help transit and carpools move more quickly and reliably in congested areas

Lead with equity

- Robust community involvement
- Discounts for people with low-incomes
- Use revenues to improve transit

3 Build A Complete Network for Walking and Biking



3 Build A Complete Network for Walking and Biking



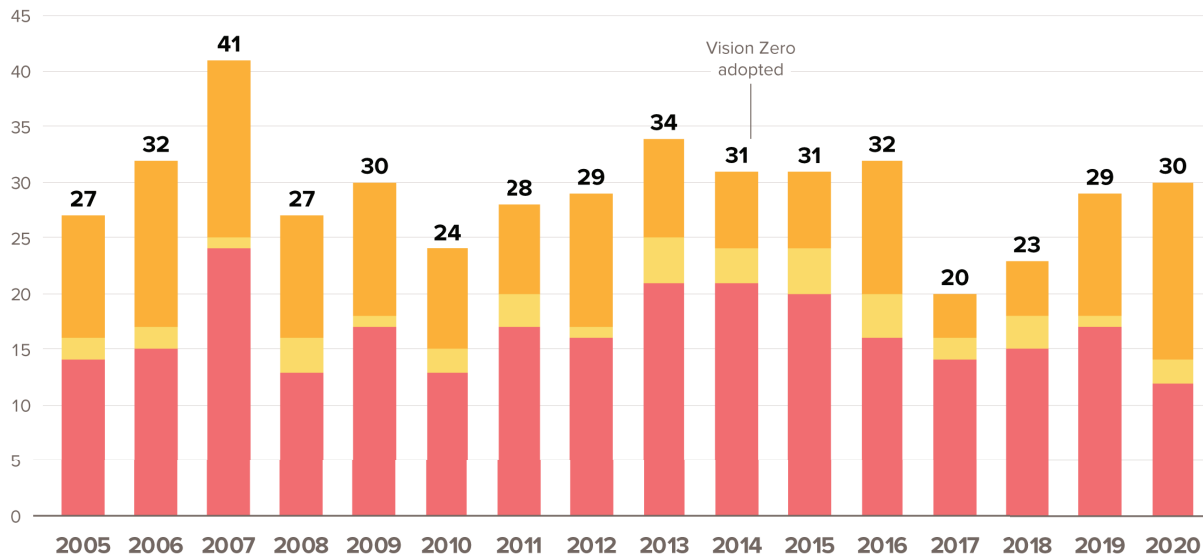
4 Prioritize Safety in all Investments and through Targeted Programs



People Killed While Walking

People Killed While Biking

People Killed in Vehicles



4 Prioritize Safety in all Investments and through Targeted Programs

Where successful and needed, make quick build permanent

Develop comprehensive speed management, focused on auto-oriented streets

Improve freeway ramps throughout the City



5 Repair Harms & Reconnect Communities

Short

Urban greening
Reduce truck impacts

Medium

New grade-separated
pedestrian crossings

Long

Explore transformative
projects

ConnectSF



Outreach

- June/July – Streets and Freeways Strategy Outreach
 - Citywide online survey
 - Available in four languages – English, Chinese, Spanish, and Filipino
- Presentations planned to
 - Futures Task Force, Community-based organizations
 - Neighborhood and community groups as requested
 - Citywide Workshop

What's Next?

- July
 - Share findings from Transit Corridor Study and Streets and Freeway Study outreach
 - Describe remaining outreach and technical analysis to support San Francisco Transportation Plan (SFTP) development
- Fall/Winter
 - Develop SFTP constrained and vision investment scenarios
 - Conduct citywide outreach
 - Adopt final SFTP 2050
 - Begin development of Transportation Element of the General Plan



ConnectSF

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