



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, July 13, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 518 3096 # #

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

Clerk: Britney Milton

Remote Access to Information and Participation:

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3. Approve the Minutes of the June 22, 2021 Meeting - **ACTION*** 17

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4. **[Final Approval]** Adopt the Upper Great Highway Concepts Evaluation Final Report - **ACTION*** 43

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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).

7. 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*** 71

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Other Items

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

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

12. Public Comment

13. Adjournment

***Additional Materials**

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

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Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Board members before the meeting begins.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, June 23, 2021

1. **Call to Order**

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

Present at Roll: Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Kevin Ortiz, Peter Tannen, and Sophia Tupuola (8)

Absent at Roll: Rosa Chen, Stephanie Liu (entered during item 2), Danielle Thoe (entered during item 2) (3)

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

Chair Larson shared that Community Advisory Committee (CAC) members were provided a link to the agency's website with the Executive Director's Report given at the June 22 Transportation Authority Board meeting. He shared that the San Francisco County Transportation Authority (Transportation Authority) Board had a lengthy meeting with most of the time spent on public comment on the Upper Great Highway Concepts Evaluation Final Report. He added that the Board took action on its first read with final approval scheduled for July 13 and that the CAC would consider the item later on the agenda.

Chair Larson also reported that Chair Mandelman shared that in July, the Transportation Authority Board anticipates presentations from the San Francisco Municipal Transportation Agency (SFMTA) and Bay Area Rapid Transit (BART) on their next set of service restorations, including BART's late-night service and many more Muni lines and cable car testing in August. He encouraged CAC members and the public to watch the July 27 Transportation Authority Board meeting and said he would work with staff to agendize the presentations at the CAC, as well.

Lastly, with respect to Plan Bay Area (PBA) 2050, Chair Larson reported that after a multi-year planning effort, the Metropolitan Transportation Commission and Association of Bay Area Governments published the Draft PBA 2050, including its Implementation Plan and the draft Environmental Impact Report. He said that PBA is the regional transportation plan and sustainable communities' strategy for the nine Bay Area County region. He added that the plan documents and information on public comment opportunities are available at planbayarea.org, including a virtual public workshop to be held on June 28 at 5 p.m. with a West Bay -San Francisco and Marin focus. Chair Larson shared that staff would be tracking San Francisco public input to the plan as the next phase of ConnectSF, and it would be the update of their countywide transportation plan, known as the San Francisco Transportation Plan, which would be consistent with and further detail PBA 2050 within San Francisco.



There was no public comment.

Consent Agenda

3. Minutes from the May 26, 2021 Meeting - ACTION

4. State and Federal Legislation Update - INFORMATION

Referring to Item 4, Peter Tannen asked what was behind the amendment of Assembly Bill (AB) 117 to remove the incentive program for purchasing electric bicycles.

Amber Crabbe, Policy Program Manager replied that her guess was that the amendment was necessary to get the bill to move forward. She said there was nothing disallowing the addition of the incentive program in the future.

With respect to AB 550, Mr. Tannen asked for more background on why it was held up at committee.

Ms. Crabbe replied that there was too much opposition to get it out of committee, including serious concerns from labor and California Walks. She said Transportation Authority and SFMTA staff are now pivoting to focus on AB 43 (Friedman) which would provide more flexibility to local jurisdictions to lower speed limits throughout the city.

Robert Gower asked if the State Legislation positions shown in the packet were adopted by the Transportation Authority Board versus the CAC.

Amber confirmed the positions were adopted by the Transportation Authority Board.

There was no public comment.

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

The consent agenda was approved by the following vote:

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

Absent: Chen (1)

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

Chair Larson said he would like to sever the Downtown Congestion Pricing appropriation from the remaining allocations since one member would need to recuse themselves.

Chair motioned to sever the Downtown Congestion Pricing allocation from the remaining allocations, seconded by David Klein.

The motion to sever was approved by the following vote:

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

Absent: Chen (1)



Anna LaForte, Deputy Director for Policy and Programming, presented seven requests, excluding the Downtown Congestion Pricing Study appropriation, per the staff memorandum.

David Klein asked if there would be more bicycle safety classes in Fiscal Year 2021/22, and if they would be offered in more locations.

Crysta Highfield, with SFMTA, answered affirmatively to both questions. She also said the outreach effort would be broader to include community-based organizations other than the main contractor San Francisco Bicycle Coalition (SFBC).

Peter Tannen asked about the "visitors" mentioned in the scope description of who would be targeted for participation in bicycle safety classes, and wondered if it was a mistake.

Ms. Highfield agreed that few, if any visitors would participate and that recruiting them was not a major goal of the program, though it wasn't prohibited. She added that 1 or 2 regular commuters (who were not San Francisco residents) had participated in the past.

Jerry Levine asked if the bicycle safety classes was a good opportunity to provide bikes to students who don't have them.

Ms. Highfield answered that the classes were not bike giveaways, but said bikes were provided to students who didn't have them for use during each safety class. She pointed out that there were sources for free bikes in San Francisco for disadvantaged youth.

Sophia Tupuola asked about the on-time performance of the paratransit services.

Jonathan Cheng, with SFMTA, answered that on-time performance across the various paratransit modes had been greater than 95% since the start of the COVID -19 pandemic. He encouraged paratransit users to call Where's My Ride (415) 285-6945, and select option 3 if their San Francisco Access van was more than 15 minutes late.

Ms. LaForte said that the program's on-time performance had improved in recent years, and she directed the CAC's attention to the performance indicator chart in the paratransit allocation request form within the enclosure.

Robert Gower asked about SFMTA's level of commitment to a wide geographical distribution of bicycle safety classes.

Ms. Highfield said the contract required that classes be offered in every supervisorial district and provided a chance during each quarter to rebalance the geographical distribution of the classes.

Nancy Buffum asked if the bicycle safety classes were only for beginners, or if they were also designed for higher-skilled riders.

Ms. Highfield answered that the classes were designed for beginners, to help them get past the need for training wheels. She said the YMCA's Y-Bike program offered adult classes.

Chair Larson asked if this program cross promoted other bike classes.



Ms. Highfield thanked the chair for the question and said she would look into cross promotion opportunities.

Danielle Thoe asked if the District 4 Neighborway Network project was redundant with District 4 Mobility Study, noting both focused on project development and did not include a construction phase. She asked if there was a commitment to actually building the recommended neighborways, adding that the scope of the Neighborway Network project didn't specify a particular number of neighborways specified. She also asked if the project would evaluate impacts outside of District 4, such as possible traffic diversion.

Ms. LaForte answered that SFMTA planned to utilize Prop K placeholder funds, intended for neighborway projects, to fund the construction phase of the District 4 Neighborway Network project. She said SFMTA had provided a rough construction cost estimate of about \$300,000/mile, and pointed out that, despite its high level of outreach, the pending request was for detailed design, and would lead directly to a construction phase.

Brian Leng, with SFMTA, confirmed that the project would fully design the neighborways after determining the corridors in which they would be located.

During public comment Ed Mason asked who the contractor was for the bicycle safety classes. He also requested that allocation requests generally include a chart similar to the one on page 56 of the enclosure to show how many classes were offered in the last several years, the number of people who participated, etc.

Through the Chair, Ms. Highfield answered that SFMTA's Bicycle Safety Education program was in its third year of a five-year contract with SFBC to implement the program. She offered to share information with the CAC about the previous years of the program.

Christopher White, with SFBC, spoke in support of the request for Bicycle Safety Education and outreach. He said it was important, considering that interest in biking increased during the pandemic. Mr. White pointed out that the program enrolled just as many students during the pandemic as in previous years, despite the fact that the number of classes offered were reduced. He said the program tended to serve people who were under-represented in the city's bike lanes and clarified that SFBC rented bikes for use in the bicycle safety classes when they were needed. Finally, Mr. White said the bicycle safety classes included a great deal of cross-promotion with other programs.

Danielle Thoe motioned to approve the seven requests other than the Downtown Congestion Pricing Study, which had been severed from the original item, seconded by Sophia Tupuola.

The motion was approved by the following vote:

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

Absent: Chen (1)



Rachel Hiatt, Assistant Deputy Director for Planning, presented the Downtown Congestion Pricing Study appropriation.

Mr. Gower stated that he was a current member of the Policy Advisory Committee (PAC) for the Study and that the PAC was offered honorariums for the remaining meetings. He stated that he has declined the honorarium so that he can vote on the congestion pricing items that come before the CAC.

Mr. Klein asked whether the fees on ride share and deliveries such as Uber Eats would be paid by the rider, the driver, or the company. He asked whether the project team is speaking to any of the executives within these companies and whether they have objections.

Ms. Hiatt stated that the project team heard consistently through outreach that the fee should not be paid by the driver and that the rider or the company should be the one to receive the fee. She added that the PAC has a representative from ride hail companies and that staff has spoken with other companies and they are aware that the fee proposed is a per trip fee. She added that they have also heard from fellow PAC members about the strong interest in passing along the fee to the riders. She pointed to a predecessor example in the per trip fee on ride hail services currently in place for San Francisco as structure could be built upon for congestion pricing.

Mr. Klein asked about businesses and noticed that there were fee adjustments based on residential income, and asked whether those would apply to small businesses, and whether minority owned businesses could be treated differently. He wanted to make sure that the companies that are already at a disadvantage would not be priced out.

Ms. Hiatt stated that the project team was very aware of the distinction between large fleets that build fees into their business model versus small contractors, and that staff have sought to have conversations directly with unions to understand those distinctions and come up with options to recognize those in policy. She stated that staff needed to do more outreach with them to come up with recommendations on that front.

Kevin Ortiz asked what community based organizations the project team was working with by name and how they were using them do to outreach.

Ms. Hiatt stated that like in the first round, the team contracts with Community Based Organizations (CBO) to host workshops. She said in the last round the project published the names in their summary of the outreach round and the memo would be distributed to the CAC.

Paige Miller, Senior Communications Manager, added that they contracted with Young Community Developers, Chinese Newcomers, Chinatown Community Development Center, Mission Economic Development Agency, Central City SRO Collaborative, Self Help for the Elderly, and APRI-SF, sharing that staff would reach out to those groups again this round. Ms. Miller added that the workshops worked as a partnership with CBOs to figure out congestion pricing policies that work for their community.

Ms. Thoe noticed from looking at the map that Laguna was the western boundary of the proposed congestion pricing area, and that the Octavia freeway entrance ramp



was within the boundary. She expressed concern that some will end up driving through neighborhoods to get on the freeway in other places as a consequence of having the boundary there. She asked whether they were studying unintended consequences of where the boundaries were and whether roadway mitigation would be needed.

Ms. Hiatt stated that one of the reasons staff recommended including the Central Freeway in the zone was to reduce diversions, to reinforce the mode and time shifting in the program, and because without including it, there would be more diversions. She added that the project team was looking at whether there would be streets that would see an increase in vehicle trips, and while overall there was a reduction in daily vehicle miles traveled, the team would look at particular streets such as Cesar Chavez that may need traffic calming to address any changes in vehicle routing that may happen. She added that the City does work with the mapping companies to include street changes and restrictions in their routing advice to drivers, but in the planning stage, they were looking at whether any particular streets would see an increase in vehicular traffic and would need traffic calming despite the overall decrease in vehicle trip making.

Ms. Buffum asked about the overall messaging about congestion pricing and said that they are talking a lot about the equity issues of folks who are struggling economically getting cost reductions for traveling in these zones, but that her fear is that the purpose would be lost, adding that the goal is to encourage people to get downtown by other means. She asked how much work is being done in the outreach to encourage getting to downtown in ways other than car trips.

Ms. Hiatt stated that she didn't spotlight the use of revenues, and the fees all go back to invest in other ways of getting to downtown, especially for those that don't have the level of transit access to downtown that they could if the program invested the revenues into improved transit access. She stated that it is part of the outreach conversation that is coming up. She clarified that the lower fees being proposed do raise less revenue than the fee levels that would have been needed with 2019 levels of congestion, but that is a tradeoff that staff will explain in this round of outreach. She concluded that the reinvestment of revenues into better downtown access in general is part of the outreach conversation.

There was no public comment.

Chair Larson noted Sophia Tupuola would need to recuse herself.

Nancy Buffum motioned to approve the Downtown Congestion Pricing allocation, seconded by Danielle Thoe.

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe (9)

Absent: Chen (1)

Recused: Tupuola (1)



6. Adopt a Motion of Support to Adopt the Upper Great Highway Concepts Evaluation Final Report - ACTION

Hugh Louch, Deputy Director for Planning, and Camille Guiriba, Senior Transportation Planner, presented the item per the staff memorandum.

Mr. Levine asked if there was consideration given to having there be one way in AM and the reverse in the PM as part of Option 5. In Washington DC, there is a successful main commuter artery/thoroughfare through Rock Creek Park that has alternating lanes in the morning and at night, he said.

Mr. Louch responded that it was not looked at specifically, but it might have come up in discussion. It was not considered for two reasons, the extra cost and effort associated with safe management of the lanes and the relative balance of traffic flows between AM and PM periods. He noted that the reason the study focused on one-way southbound was because southbound vehicles have more conflicts with the other parts of the street network.

Mr. Klein noticed that collisions have gone down and asked if traffic citation trends show that traffic is slowing down in the neighborhoods. He further asked how staff is using that data to inform the suggestions.

Ms. Guiriba responded that citation data was not analyzed but that the team had heard from residents, specifically on Lower Great Highway, about bad driver behavior and re-routing onto residential streets. She also noted that SFMTA staff had been collecting volume and speed data during the closure and monitoring the effectiveness of implemented traffic calming measures.

Mr. Klein asked if there was feedback during outreach on speeding and why people voted the way that they did in such an overwhelming and completely different way from the city as a whole.

Ms. Guiriba responded that the themes heard in outreach are documented in the report. She explained that the survey asked residents about priorities for Upper Great Highway and surrounding areas, and that many respondents expressed a desire for bike/ped access. She continued to say that others were concerned about vehicle access and roadway safety. In terms of concepts, she explained that many concerns about concept 1 (four-way roadway) related to bicycle and pedestrian safety and too much space for cars. For concept 3, she explained that there were concerns about the potential for traffic and neighborhood collisions and speeding.

Mr. Klein said he sees a lot of opportunity for improvement for pedestrians and bicyclists. He suggested that it would be great to see how much is being estimated for bicyclists and pedestrians improvements separately from vehicular improvements just to see how the City is investing in infrastructure for transit and other options for mobility.

Ms. Thoe noted that in reviewing the 5 concepts, they do not seem like long-term scenarios in terms of environmental impacts. She noted the detail on long-term environmental issues in the 2012 Ocean Beach Master Plan and asked if there has been an update to the environmental conditions (i.e., coastal erosion) since 2012 and how are these factored in for long-term decisions.



Mr. Louch responded that staff did not examine the level of ongoing coastal erosion as part of this project. However, staff was aware that the Great Highway extension is compromised and needs to be removed. He mentioned that SFMTA and San Francisco Recreation and Park were thinking about a two-year horizon for a pilot and that, when Transportation Authority staff reviewed traffic patterns in the western part of the city, they were mostly stable over time. He emphasized that the study focused on evaluating return to 2019 conditions and how to handle that area from a traffic perspective while acknowledging environmental concerns.

Ms. Guiriba added that there are challenges to maintain the roadway over time and will pass on questions to SFMTA and Rec and Park on long-term environmental concerns.

Ms. Buffum asked about long-term training of drivers to not use the neighborhood streets. As a Sunset resident, she stated that the value of the pilot is to continue to train drivers to not use residential areas. She mentioned that Lower Great Highway would get congested during road closure and sand removal. She asked if staff would be measuring the volume of traffic that goes through the Sunset neighborhood. She expressed that it appears that traffic seems to be declining as driving is increasing and asked if staff had observed that change.

Mr. Louch responded that there has been data collection, but staff has not received the results of this yet. Ms. Guiriba added that SFMTA is collecting data on several neighborhood streets to understand the effectiveness of traffic calming, including vehicle volume and speeds at different times of days and weeks. She added that if there is a pilot, staff expects monitoring over time to understand how well traffic calming is discouraging traffic on those routes and towards major arterials.

Mr. Louch added that, in regard to the closure of Great Highway Extension, there is an on-going environmental process for the San Francisco Public Utilities Commission project. He mentioned that staff can pass along concerns about the movement/traffic of residential streets along to SFMTA and other staff working on that effort.

Mr. Larson commented that he was glad that there is focus on the whole area including both the southern end of the study area and Golden Gate Park. He added that at the southern end, the Sunset/Sloat interchange areas are already really challenged with traffic.

During public comment, Roland Lebrun stated a strong preference for concept 2 and said she did not understand the \$22 million cost. As an experiment/temporary measure, he suggested keeping the 2 northbound lanes for bi-directional traffic then have southbound lanes for the promenade, adding that barriers could be installed to make sure people are safe. He also stated that he does understand concern of frontal collisions because in SOMA there are major thoroughfares that are being changed into 2-way streets, and there should be the same solutions. He concluded that he is uncertain how to handle parking.

John Eliot of the Outer Richmond stated he is not in the 53 percent that wants to reopen the roadway. He strongly urged approval of Concept 3 (full promenade) but understands north/south traffic in the Outer Richmond is difficult in a car. He added



that a 17-acre ocean side park has been created and transformed the road to a place. He noted that it is a great oasis without cars with low noise pollution.

Luke Bornheimer of Kid Safe San Francisco said the Great Walkway is the second most popular open space in San Francisco. He cited the overwhelming number of calls, emails and survey responses that support the full promenade. He added that the compromise solutions were the least popular. In addition, he added that traffic collisions in Outer Sunset are down despite increases in other parts of the city. He explained the pilot would setup a transformative space from Lincoln to Skyline by 2023. He closed by saying that the City needs to do more mode shift.

Sara Barz of District 7 supported Commissioner Melgar's and Walton's request to include previous analysis and new data to the report. She said she finds that the solutions do not address major issues such as climate change and traffic safety. Ms. Barz strongly support concept 3, full promenade as it aligns with climate and vision zero goals. She said that the Great Walkway is the 2nd most popular open space in San Francisco and a majority of those surveyed want it to stay that way. She added that she is opposed to the timed option, as it removes dedicated space for bikes and pedestrians. She asked that they approve the report and support concept 3 for full promenade.

Nancy Buffum motioned to approve the item, seconded by Peter Tannen.

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Ortiz, Tannen, Thoe (8)

Absent: Chen, Liu, Tupuola (3)

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

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

Chair Larson asked if EMC Research has worked with the Transportation Authority before.

Ms. Beaulieu confirmed that the Transportation Authority has worked with EMC Research in the past, and that the firm has also done extensive work on transportation revenue measures in the Bay Area and in San Francisco.

Chair Larson asked when the target date for the polling will be, and whether it will include when the measure should go to the ballot.

Ms. Beaulieu stated that the timing of the polling is to be determined and confirmed that it is meant to inform whether the ballot measure should advance to June or November 2022, if that is the direction of the Board.

David Klien motioned to approve the item, seconded by Chair Larson.

The motion was approved by the following vote:

Ayes: Buffum, Klein, Larson, Levine, Ortiz, Tannen, Thoe (7)



Absent: Chen, Gower, Liu, Tupuola (4)

8. Streets and Freeways Strategy and Outreach Update - INFORMATION

This item was deferred to the call of the Chair.

Other Items

9. Introduction of New Business - INFORMATION

Nancy Buffum asked if the CAC would be able to hear a Vision Zero action strategy presentation at a future meeting.

Chair Larson agreed and said it has been a while since they've heard a presentation on Vision Zero and they would agendaize it for a later meeting.

David Klein inquired about a prior request for staff to share a summary of allocation of Prop K funds by supervisorial district.

Ms. LaForte replied that the list is ready, and they have prepared lists summarizing allocation by district and citywide for Prop K sales tax, Prop AA vehicle registration fee, and the Transportation Fund for Clean Air.

Mr. Klein replied that it was a great way to compare and contrast projects.

Chair Larson asked if it would be presented at an upcoming meeting or distributed to the members.

Ms. LaForte said they would distribute it to CAC members.

Chair Larson shared that he had discussions with Transportation Authority staff about extending CAC meetings by starting earlier. He said they can discuss more in the future, but it may help with meeting time management.

During public comment, Luke Bornheimer said he would love to see the action strategy update presented to the CAC and encouraged them to involve Jodie Medeiros with Walk San Francisco (Walk SF) and the Vision Zero Coalition to present their recommendation of the action strategy. He said being part of the coalition, he would love to present alongside them to give another perspective on an important matter, and thanked the CAC member for the suggestion.

10. Public Comment

During public comment Luke Bornheimer encouraged the CAC and staff to work on a resolution supporting one or multiple options from the Great Highway report. He said this should be done sooner rather than later and thanked the staff for their work on the report.

Chair Larson thanked the caller for their suggestion.

Roland Lebrun commented on the Great Highway report stating that the resolution was to support the report and he said at other agencies they would've accepted the report which he suggested is a more neutral approach. He also spoke in support of using Zoom instead of Microsoft Teams.

A caller said they wonder how the project meets San Francisco's climate action goals to limit CO2 emissions and if it focuses on limiting congestion while protecting their



natural resources. They shared that as an individual with a titanium right leg, the city is not doing what it needs to do when it comes to public health issues. They asked how the city is focusing on enhancing everyone's ability to use freestyle active mobility options and said they need to focus on generating other modes of travel. They added that Vision Zero is far from meeting their 2024 goals and a car-free area means Vision Zero.

11. Adjournment

Chair Larson adjourned the meeting at 8:36 p.m.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 22, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m. and noted that Commissioner Haney was excused from items where he would be absent later during the meeting.

Present at Roll Call: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent at Roll Call: Commissioner Safai (entered during item 11) (1)

2. Chair's Report - INFORMATION

Chair Mandelman reported that San Francisco had a lot to celebrate in June with the State and City reopening from COVID-19 restrictions, the celebration of their first Juneteenth as an official national holiday as well as LGBTQ+ pride. He said he was honored to join San Francisco Pride and the African American Arts and Culture Complex for a special Juneteenth / Pride event. He added that he enjoyed the unveiling of the monumental reckoning ancestral sculpture series in Golden Gate Park last Friday, and he is looking forward to an exciting and safe Pride weekend ahead. He congratulated Commissioner Haney celebrating in the first ever Tenderloin Pride Festival on Market Street, and Commissioner Walton for leading the second annual District 10 Pride Ride down 3rd Street to Gilman Park. He said occasions such as these remind them that their streets are used more than for just getting around but also as community building places and it is on them to ensure the spaces are safe and welcoming for all. Chair Mandelman said their streets are for everyone and they know there is much work to do to repair the harms of the past through their ConnectSF Streets and Freeways Strategy, which is on the agenda, and will be commencing outreach in July.

With respect to the Plan Bay Area 2050 Final Report, the culmination of a multi-year planning effort by the Metropolitan Transportation Commission and Association of Bay Area Governments, Chair Mandelman thanked regional agency staff for being present at the meeting to discuss the strategies in the comprehensive land use and transportation strategy to reduce greenhouse gas emissions and house Bay Area residents at all income levels. He said despite some disagreements they have with the inequitable land use distribution underlying the plan, they do have many shared priorities in the plan including Muni and Bay Area Rapid Transit (BART) core capacity improvements, the importance of Vision Zero and active transportation networks, and the Caltrain Downtown Rail Extension project, among other key investments.

He shared that their next phase of ConnectSF will be the update of the countywide transportation plan, known as the San Francisco Transportation Plan (SFTP), which will



be consistent with and further detail Plan Bay Area 2050 within San Francisco. Chair Mandelman encouraged those interested in the Plan Bay Area presentation to also participate in two public input opportunities: June 22 at 5:30 p.m. on the draft Plan and Draft EIR and June 28 at 5 p.m. with a West Bay - San Francisco and Marin - focus. He noted that the plan and EIR documents and meeting information can be found at planbayarea.org.

Lastly, Chair Mandelman reported on the smooth re-opening of the city last week and he thanked Governor Newsom and Mayor Breed and all the hardworking staff across governments including City Hall, along with the San Francisco Municipal Transportation Agency (SFMTA) and regional operators like BART, Caltrain, AC Transit and the Water Emergency Transportation Agency, for making the city accessible. In July, he said, they will have presentations from SFMTA and BART on their next set of service restorations, including BART's late-night service and many more Muni lines and cable car testing in August. He said there is certainly a lot to look forward to and thanked both agencies in advance.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director presented the item.

There was no public comment.

4. Approve the Minutes of the June 8, 2021 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

Consent Agenda

5. **[Final Approval] Allocate \$9,762,378, with Conditions, and Appropriate \$300,000 in Prop K Funds for Ten Requests, and Allocate \$926,928 in Prop AA Vehicle Registration Fee Funds for One Request - ACTION.**
6. **[Final Approval] Approve the Fiscal Year 2021/22 Transportation Fund for Clean Air Program of Projects - ACTION**
7. **[Final Approval] 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**
8. **[Final Approval] Adopt the Proposed Fiscal Year 2021/22 Budget and Work Program - ACTION**



9. **[Final Approval] Approve the Revised Administrative Code, Debt, Fiscal, and Investment Policies - ACTION**
10. **[Final Approval] 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**

Vice Chair Peskin moved to approve the consent agenda, seconded by Commissioner Walton.

The consent agenda was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

End of Consent Agenda

11. **Adopt the Upper Great Highway Concepts Evaluation Final Report - ACTION**

Commissioner Mar thanked Chair Mandelman and the other Commissioners for the opportunity to consider the Transportation Authority's report on the Great Highway. He said that it is important to consider the best use for this stretch of pavement on the city's western coastline. He said this discussion predates the current pandemic and the closure to vehicles that began 14 months ago. Commissioner Mar continued by saying that rising sea levels and exacerbated coastal erosion will change the city's coastline and already have. He remarked that the Ocean Beach Master Plan that was completed a decade ago and acknowledged the need for long term coastline retreat. He said that in 2023, the section of the Great Highway south of Sloat Boulevard will be permanently closed to vehicles as part of this retreat, because it cannot be safely maintained as a roadway. Commissioner Mar pointed out that because use of this roadway as a through route for driving must change, alternative best uses should be considered for the Sloat Boulevard to Lincoln Boulevard section of the Great Highway.

He said that 14 months ago when the Great Highway was closed due to sand on the road, he requested to continue its closure to vehicles during the shelter in place to provide a space for socially distanced recreation and transportation. He continued by saying it has become an iconic destination for recreation in the city and that it has hosted art installations and music performances. He said it hosted the largest civic action and marches for social justice in the Sunset District ever.

Commissioner Mar acknowledged that this has become a divisive issue within the Sunset and Richmond Districts and has created negative consequences for traffic flow, congestion, and neighborhood connectivity by car. He said that the Transportation Authority has worked with SFMTA to bring dozens of new traffic calming measures to the outer Sunset that were needed before COVID-19 and were key to making the streets safer. He acknowledged that the improvements were not sufficient to address the ongoing impacts to neighborhood connectivity as the city reopens its economy and community life.

Commissioner Mar said that the analysis presented by the Transportation Authority



staff is focused on the long-term future of the upper Great Highway. He said that the analysis was a distinct component of the broader District 4 Mobility Study and is distinct from a short-term pilot proposal that was discussed in a joint hearing of the SFMTA Board of Directors and Recreation and Parks Commission.

Hugh Louch, Deputy Director of Planning, and Camille Guiriba, Senior Transportation Planner, presented the item.

Commissioner Chan thanked Chair Mandelman, and Transportation Authority staff for their efforts creating the Great Highway Final Report. She said it provided her with information and that she needed to better understand the concepts evaluation. She continued by saying the presentation showed the pressure points on the roadway in different scenarios. She said that as the project continues, she would like to see more inclusivity and transparency in terms of outreach. Commissioner Chan said that, as the representative for the Richmond District, the conversation around full closure is unacceptable. She acknowledged that many of her constituents have enjoyed the Great Highway as a recreation space during the pandemic. She said it provided some of her constituents a new way to envision the Great Highway, so a full reopening of Great Highway was also unacceptable to her. She said that now is a turning point where real changes can be made to Great Highway.

Commissioner Chan said she is leaning more towards a timed promenade for the immediate future. She was disappointed that staff did not dive deeper into the promenade/two-way roadway concept but understood that it would have a much higher cost. She remarked that she saw a full promenade in a two-way roadway as a great investment for the city in the long-term. She said that there are ways to explore north/south direction transit to the Richmond District. She continued by saying she would like SFMTA to review their options for the Great Highway.

Commissioner Chan said that the full closure of the Great Highway pushes cars into Golden Gate Park and reduction of car traffic in Golden Gate Park is a goal of hers. She also said that she disagrees with schedule confusion as a con for the timed promenade. She said that if outreach was transparent and inclusive to all residents about the changes to Great Highway and other changes within the city, there would provide less confusion about projects. She continued by saying that schedule confusion speaks more about the way city agencies operate than the confusion of the city's communities. She concluded by thanking Transportation Authority staff for their work on the report.

Commissioner Mar expressed appreciation for consideration of the importance of policy goals as a criterion for the options put forth. He also appreciated the evaluation of traffic impacts of the closure and reopening of the Great Highway as communities and the economy reopen.

Commissioner Mar said he appreciated Commissioner Chan's perspective on the timed promenade option as a middle path forward that would still allow for the recreational benefits of the closure of the Great Highway during the pandemic while also relieving the traffic concerns in the outer Richmond and outer Sunset Districts. He said that he is excited about exploring the long-term vision about a full transformation of the Great Highway into an ocean front promenade. He continued by saying that achieving this goal requires more significant planning with public input



and much more investment in the streets and transportation infrastructure on the west side of the city.

Commissioner Mar asked how the data on the recreational use of the Upper Great Highway during the pandemic compared to the pre pandemic recreational use of the pedestrian pathway and Ocean Beach.

Ms. Guiriba said that the Recreation and Park Department collected the data on usage and passed the question to Stacy Bradley, Deputy Director of Planning for the Recreation and Park Department. Ms. Bradley said that they did not have data on pre-pandemic use.

Commissioner Mar asked if there was data on recreational use of the Upper Great Highway in the months of April and May that could be compared to the data from January, February, and March that showed a month-by-month decline.

Ms. Bradley responded that the decline continued in April and May but that the Upper Great Highway is still the second most visited park. She continued by saying there is a need to continue to collect data on how many visitors use the space as the economy reopens.

Commissioner Mar asked for more description about the costs, extent, and length of time it would take to make the improvements to transportation networks necessary for both the full closure and partial closure of the Great Highway concepts.

Mr. Louch responded by saying that on the northern side of the study area there were a range of options that could be implemented quickly and other options that would take several years. He asked Sarah Jones, Director of Planning for SFMTA, to respond further.

Ms. Jones said that one of the near-term options would be to start with the idea to add one signal. She said SFMTA is already planning to add a signal on Lincoln Way and 41st Avenue, and this project is in their Capital Improvement Plan. She continued by saying this was a short-term improvement. Ms. Jones said that the 3-signal option would take more investment and consideration. She said that the option that would close access between Lincoln Way and Martin Luther King Drive on Chain of Lakes Drive would be easy to implement physically but would require more discussion and connection to ensure access to the park in that scenario. Ms. Jones continued by saying the proposed southern improvements would fall into the category of long-term projects.

Commissioner Mar responded that the improvements needed in the event of Great Highway partial or full closure seemed to require much more planning. He asked if there was already funding for the capital project that would include adding another signal on Lincoln Boulevard and 41st street and what the timeline was for installation.

Ms. Jones responded by saying that the installation would fall into the 1-to-3-year timeframe and said that there were also some very near-term solutions that could help ease some of the current situation.

Commissioner Melgar started by saying that she has not committed to one of the options for Great Highway at this time. She asked what options there were to redirect traffic from Interstate 280 to Highway 1. She continued by asking what impact the



concepts in the presentation would have on bike commuters within the area and if there would be a dedicated bike lane on the Upper Great Highway when it is closed to cars. She followed by asking the cost of maintenance in the event of increased pedestrian and bike traffic and whether sand removal activities were reduced during the pandemic and if that would be returned to pre-pandemic levels if kept closed to vehicles. Commissioner Melgar continued by asking if there were plans for improved maintenance for the restrooms due to increased pedestrian and bike use. She also asked that the potential improvements on Sloat Boulevard and Sunset Boulevard be considered regardless of which option is taken on Great Highway.

Mr. Louch responded to Commissioner Melgar stating that traffic is projected to use Sunset Boulevard and local streets within the Sunset district that have more capacity and that the diversion analysis considered the full set of street network options available.

Ms. Jones said that the bike and pedestrian connectivity at Sloat Boulevard and Skyline Boulevard are under consideration as part of the Public Utilities Commission's (PUC's) adaptation project.

Commissioner Melgar responded by saying she did not see a connection between the PUC adaption project's presentations on traffic pattern analysis and the concepts presented for Great Highway. Ms. Jones said that balancing the SFMTA and PUC adaption project has been an ongoing effort. She said that the expected situation of traffic diverting back to Great Highway after they can't use the Great Highway Extension, has had varied impacts that they were not expecting.

Ms. Bradley said that the San Francisco Recreation and Park Department has not developed detailed plans if Upper Great Highway remains closed to vehicles, and that the design would be informed by community input, but she believed there was support for a dedicated bike lane. She continued by saying that maintenance around the bathrooms at Sloat Boulevard are part of the Golden Gate National Recreation Area property, so the Recreation and Parks Department is not in control of the operation and maintenance. Ms. Bradley noted that there have been some conversations about a joint management agreement.

Commissioner Walton asked who provided input throughout outreach, and if there was a database of response percentages by district.

Ms. Guiriba responded by saying that there was data available in the report and map of responses by zip code.

Commissioner Walton asked if there was data based on percentages by race or income.

Ms. Guiriba responded that they did not collect other demographic data on survey respondents.

Commissioner Walton asked if there was data on usage of the Great Highway based on participation during weekdays and weekends by race.

Ms. Guiriba responded that the Recreation and Park Department was considering collecting that data.

Ms. Bradley added that counters are currently not collecting demographic data but



will collect more robust datasets in the future.

Commissioner Walton asked if there was data on usage based on geography.

Ms. Bradley responded that they would collect data based on origin in the future.

Commissioner Walton asked if there was a commitment to diversity in the area and why there was not data collection that included demographics data.

Ms. Bradley responded that there were limited resources for data collection but in the future the data collection would be more robust.

Commissioner Walton said that it is important to collect demographic data to ensure that the option chosen for the Great Highway is inclusive.

Commissioner Chan said she would like to make a motion to amend the report. She said that after hearing from Commissioners Mar and Melgar, she would not be voting to approve the report unless the staff recommendation was removed.

Director Chang, responded by saying that the Transportation Authority would reflect the Board's guidance and asked what Commissioner Chan's recommendation would be for a path towards approval.

Commissioner Chan said that she would not support the staff recommendation but would consider voting on a report that included information about all concepts.

Director Chang said she would consider removing the staff recommendation from the report, but not the findings, and proposed bringing the revised report back at the next reading to include the recommendation about additional data to monitor.

Chair Mandelman suggested that Director Chang follow up with Commissioner Chan to shape a proposed amendment.

Commissioner Melgar requested that the findings in the report include the PUC analysis of traffic impacts on the closure of the Great Highway Extension.

Commissioner Preston said he wanted to express his support for the full closure of Great Highway and said that there were many constituents within his district who have enjoyed using the Great Highway as a recreational space. He asked if there was a short or long-term plan to connect the Great Highway from north to south using public transit.

Ms. Jones responded that currently SFMTA was not considering adding a public transit line on the Upper Great Highway due to the lack of access from the Upper Great Highway to local streets. She said that public transit could be improved in the area, including returning the 18 route to service.

Commissioner Preston said he acknowledged the difficulty of planning new transit lines with service cuts but stressed the importance of long-term planning to address the lack of north/south access on Great Highway.

Ms. Jones responded by saying SFMTA was working on improvements to north/south transit but that they were focusing on other north/south routes besides Great Highway.

Ms. Guiriba added that the District 4 Mobility Study to be presented next month will



provide ideas for improvements to north/south transit including a conceptual express bus service between the Richmond and the Peninsula, but the model showed modest changes in mode shift.

Commissioner Safai said that he recalled when the parking lot at the San Francisco Zoo was a public pool. He continued by saying that much of the city's oceanfront space and activation has deteriorated over time but sees the Great Highway as an opportunity to bring more interest in building more recreation spaces within the city. He acknowledged the difficulty of residents near Great Highway whose parking and quality of life have changed due to its increased use. He said that he hopes in the future the Board could reach a resolution on how to activate the ocean space while balancing the interest of residents. He said that it was important in the event of full closure to consider a transition period to study both the positive and negative impacts on the area.

Vice Chair Peskin said that the Great Highway falls within the coastal zone and that the Coastal Act encourages public access and recreation. He asked if there had been any consultation with the Coastal Commission and suspected that any option taken would require a coastal development permit.

Ms. Bradley responded that Recreation and Park Department spoke briefly with the Coastal Commission and that any permanent changes would require a coastal development permit.

Vice Chair Peskin said he believed that even short-term changes to area would most likely require a coast development permit.

Ms. Bradley responded that the zoning administrator said that coastal development permits would not be needed for temporary modifications.

Vice Chair Peskin said that the City would issue a needed permit as long as the option taken was consistent with the Local Coastal Plan, but that it would be appealable to the Coastal Commission. He asked why they chose two years for the pilot.

Ms. Bradley explained that two years was enough time to monitor changes in traffic flow and implement modifications as needed.

Vice Chair Peskin asked who the lead agency was.

Ms. Bradley responded that the Recreation and Park Department and SFMTA are jointly sharing the project. Ms. Jones added that the two-year timeframe was necessary to understand the impacts to the area and continue to make necessary adjustments. She continued by saying at the end of the two-year timeframe policy and decision-making bodies could reflect on their findings and decide if they want to continue with the plan or make specific changes.

Vice Chair Peskin said that there was an issue of public trust in whether a two-year timeframe would become permanent without the agencies taking responsibility for the monitoring that was indicated. He suggested that the extension of the contract for the Ferris Wheel in Golden Gate Park from 1 to 5 years served to erode the public trust in the Recreation and Park Department.

During public comment Luke Bornheimer, organizer of Kids Safe San Francisco, said he supported the full promenade option, adding that it provided an opportunity for



an equitable space for recreation and solutions for those with car related challenges.

Paulina Sayer, a 28-year resident, said that she supported reopening the Great Highway. She said that the roadway would not continue to see the same foot traffic and it is not pragmatic to divert vehicle traffic that could be easily accommodated by the Great Highway.

Zach Lipton of Kids Safe San Francisco said he supported a full time Great Walkway. He said that the Great Walkway was an opportunity to reach the city's goals. He continued by saying that action was needed soon to address traffic issues related to the closure of the Great Highway Extension and climate change.

Steven Hill, a resident of District 4 for over twenty years, said that tens of thousands of lives were being affected by this change and asked for data on impact on working people. He expressed support for Concept 2.

A caller said that the re-opening of Great Highway is critical for first responders and that responders should be consulted regarding the closure. They said full closure would affect first responders' ability to reach accidents especially during more popular days.

Richard Rothman of the Richmond District said he supported Concept 2 and wanted to associate his comments with his District Supervisor Chan. He said the study did not include information on commuters, many of whom come from outside of the city, such as those from the Veterans Affairs Hospital and that further action was needed to avoid traffic congestion for commuters to the area.

George Willing said that he opposed the Great Highway resolution without amendments. He requested a clear framework for resident outreach and transparency on data gathering.

A caller from the outer Richmond District said the city could become a global leader if the Great Highway is transformed into a beachfront recreation space. They said that traffic noise would return with cars and it is currently much quieter which provided a better quality of life.

A caller said they wanted to draw attention to the June 10th joint hearing. They said that the residents who have dealt with the impacts of the closure on a daily basis have been ignored. They said that the Board should oversee the data used to make decisions and that agencies have made their decision without taking the public into consideration.

Jean Bartholomew of District 4 said they supported a car fee pilot of the Great Highway. They said they use the Great Highway to commute via bicycle daily and that they were aware of transit challenges within the city and supported traffic improvements over the two-year period.

Mike Chan said they supported a two-year 24/7 promenade. They said it promoted better health within the city and was more friendly to other means of travel outside of cars.

A District 1 caller and member of Open the Great Highway urged the Board to reject the report. They said the data was incomplete and said it was unreasonable as there were other recreation spaces available within the city that do not negatively affect the



mobility needs of residents.

Judy of Open the Great Highway urged the commission to reject the report. They said it has been a disaster for residents and the data had been collected by agencies with an agenda for permanent closure.

Kristen Leckie, Senior Organizer of the San Francisco Bike Coalition, said they supported the two-year closure and permanent closure. They said it is an opportunity for the city to add a recreation space the size of the Great Highway is very rare.

Michael Kaufman of the Richmond District said that weekday use will continue to decline, the closure is more expensive than estimated in the report, and that a closure is not aligned with wider city objectives and goals. They continued by saying that it worsens safety, transportation, and climate change objectives.

Rick Burling said that car-free Great Highway has been a huge improvement and it has been a very equitable space.

Steve Dillick of the Richmond District urged the Board to reject the closure to vehicles. They said that the report did not consider the impacts of first responders and did not consult the Office of Emergency Preparedness. They proposed closing the highway for specified times throughout the year.

Jay of the Richmond District said they supported full closure and seasonal closure. They said they did not see the traffic congestion that others claimed to see from the closure.

Jose Fontera of the outer Richmond District opposed the closure of the Great Highway. They said that the report did not pay attention to localized increases in traffic on Sloat Boulevard and did not consider increases from the economy reopening.

Steven Gorsky, a 40-year resident of the outer Sunset District, said he opposed the pilot program and supported Concept 4. He said the data was insufficient and that the commissioners had already decided to close the Great Highway.

Paula Katz of District 4 said she supported Concept 3 and that it was safer than Concepts 2 and 4. She said she knew and saw many people who enjoyed the open space and that it could become a major attraction.

Jodie Medeiros, Executive Director of Walk San Francisco, said she supported a 24/7 promenade. She said she wished to see SFMTA and the Transportation Authority begin to implement solutions to traffic challenges.

Eileen of District 4 said they opposed the Great Highway final report. They said the report only evaluated a narrow set of options. They said they supported widening the roadway to allow for both pedestrians, bicycle, and vehicular traffic, and urged the commission and staff to consider this option.

Heather said they enjoyed a car-free Great Highway for cyclists and pedestrians to use safely and supported the two-year pilot closure of the Great Highway.

Abby said they supported a 24/7 two-year pilot of a car-free upper Great Highway. They said that the closure has been an enjoyable space for all and has been beneficial to the coastal ecosystem.



Bruce Halperin District 2 said that drivers in the area have many alternative routes. He said he used the space frequently and patronized local businesses. He said they have not experienced increased traffic on residential streets during peak hours.

Dave Alexander of District 1 said they supported a two-year pilot program. They said that the Ocean Beach Plan already has plans for closure and that the Board should adopt the plan sooner rather than later.

Eric Rosell of the Tenderloin said they supported the two-year pilot program. They said Great Highway promotes better quality of life and safety. They continued by saying it was important to consider the current climate crisis.

Stacey Randecker of District 10 said they desired to see a development similar to the Great Walkway at the Embarcadero and other corridors within the city. They said to address the climate crisis the city needs to end travel by car.

Will Murphy of District 5 said they support the car-free promenade. They said they use it more often now than before and patronize more businesses in the area. They added that the city should be transit first and that closure is aligned with that policy.

Zack Steuben of District 11 said they support a car-free Great Highway. They said that reducing usage of personal cars is necessary to meet the city's climate goals. They added that there were improvements that could address traffic diversion.

Mitch Conker of District 7 said they supported keeping the Great Highway car-free. They said that there are a few places within the city to cycle safely and the closure to car traffic at Great Highway was a step towards reaching the city's Vision Zero goal.

Sandy Cutter of District 4 said they support full closure to vehicles for two years due to the climate crisis and because transportation accounts for 40% of carbon emissions.

David of the outer Sunset said they support Concept 3. They said that it has relieved car traffic in the area, and the ability to walk on the Great Highway has helped their physical health.

The Board recessed at 1:30 p.m. and reconvened at 5:01 p.m. and resumed taking public comment.

Hazel of District 1 said they hoped to see the Board keep the Great Highway closed to cars and open to pedestrians and bicyclists to follow along with the city's Vision Zero policy and the Climate Action Plan. They said the street is eroding into the seashore and it's much nicer as a bicyclist who has been hit by a car in the past.

Megan of District 4 and Kid Safe San Francisco who lives two blocks from the Great Highway said she was excited about it continuing to be closed to cars, and nature was already reclaiming the roadway. Luis, Megan's partner said they support it being closed to cars and they enjoyed seeing families using it. They added that keeping it fully closed will open it up for potential park and playground improvements.

A resident of Sunnyside said that a safe Great Highway free from motor vehicles has been important to them as a senior. They expressed support for the staff recommendation and support to adopt the report. They added that the city could do a better job of directing car traffic away from the Lower Great Highway.



Dan Baralini of District 5 said they have been biking or walking on the Great Highway several times a week and that keeping cars off can improve quality of life for residents. They said they support the staff recommendation for a full promenade.

Amy Morris of the Richmond District said the car-free Great Highway is important because of the unique space it provides for safe cycling and community. They urged the Board to support the staff recommendation for a full promenade.

Christina Shih of the Richmond District said they do not know how they can displace 18,000 cars a day for the benefit of 4,000 bicyclists. They said the people who are enjoying the Great Highway have not seen the negative impacts on Golden Gate Park, Chain of Lakes, and Lincoln Way which are backed up.

Susan George of District 9 said they have used Golden Gate Park and the Great Highway throughout the pandemic and is important to them as a senior to provide a safe place to ride. They said they support keeping it car-free.

Josh Kelley of District 4 said he has two young children and wants to keep it closed to cars and open to people permanently. He said traffic is a problem but can be addressed and there should be more buses. He said highways for cars are fossil fuel infrastructure and that we need to build a resilient green city.

Cliff Bargar of Potrero Hill said it has been convenient at times to drive on the Great Highway between the Peninsula and the northwestern part of the city. They asked the Board to leave the staff recommendation in the report.

Adam Jamon of District 1 said they support option 3 and request that the Board approve the staff report as written. They said they use the Great Highway to walk, bike, and recreate and that it helps them get to Irving and Taraval Streets where they can visit shops without a car. They said the staff report showed ameliorations for problems and that traffic should not be directed to Chain of Lakes.

Sarah Doherty of the Mission District said they became a bicyclist by learning on the Slow Streets during the pandemic. They said the closure has improved their physical and mental health greatly and that they are in support of keeping the Great Highway closed.

Sean Wills of the Mission District said they support closure to cars and the opening to pedestrians and bicyclists. They said they need to have a green city to fight climate change and fossil fuel infrastructure and mentioned that the benefits the Great Highway being closed to cars has provided to them.

Patricia Wise, 30-year resident of Lower Great Highway and Open the Great Highway member, said she supports reopening to cars and is against the pilot. She said that the amount of people using the Great Highway does not justify the closure and 20,000 cars diverted into residential streets causes gridlock, carbon emissions, and unsafe driving and walking conditions.

Justin of District 8 said they are in favor of keeping the Great Highway closed to cars, including Concepts 3 and 5. They said they are thinking about raising a family in the city and that to become a real progressive city they need to think about ideas that are friendly for the future.



Michael Cohen of District 1 said the Great Highway should be open to residents who drive and there are places in the city to learn how to ride bikes safely without negatively impacting residents. He said that the 18,000 cars being diverted onto adjacent roads contributes to increased greenhouse emissions are being ignored.

Kimberly, said they are in support of a permanent closure of the Great Highway and said they ran a half-marathon and appreciated the space and freedom and a place to avoid the high risk of getting hit in the city.

John Winston, resident and senior in District 7, said they have a beautiful waterfront that needs to be honored. He said global warming and climate change are really an issue right now and hard decisions need to be made.

A long-time Ocean Beach resident said they would be fine with a sharing plan. They added that they are concerned about exclusion and said automobiles should be accommodated and cited section 1.6 of the city's code.

Jenny DeSilva of 46th and Lincoln Avenue said they hope the Board keeps it closed to cars. They said the Great Highway is their family's favorite place in the whole city and mentioned community activities that happened on the Great Highway.

Dave Alexander, with the Richmond Family Transportation Network, said they would like the Board to not make any amendments to the staff recommendations.

Aldo Castaneda of 46th Avenue and Noriega said they loved having the Great Highway closed this past year and that it has been a way to reconnect the neighborhood to the ocean in a new way. They support keeping the Great Highway closed.

Alex Miller of District 3 said they support keeping the Great Highway car-free and said a permanent car-free Great Highway would preserve a great public place for people throughout the city to enjoy.

Charlie 32-year resident of District 7 said they are opposed to closing it to vehicles. They said the city is forcing drivers to stay in their cars which causes more greenhouse gas emissions and undermines Vision Zero. They said the streets were less safe when vehicles get diverted onto residential areas.

Lauren Nizarío of the Castro said they support keeping the Great Walkway closed to cars and open to people. They said it addressed the climate crisis and gives people a safe way to walk and bike.

Eric Chase, city resident, said they are in support of a full car-free promenade. They said that they can change travel patterns by allocating street space for alternative modes and the Great Walkway is an example of what is possible. They added that the city cannot be a leader on climate change, the environment, or Vision Zero if they backtrack.

Elizabeth Stampe of District 8 said they support keeping the Great Highway car-free and appreciated the slow streets.

Martin Muñoz said they support option 3, and the opening of the Great Highway for walkers and bikers and closure to cars.



Cynthia Coffin, outer Richmond resident, said they support Concept 1 and reject the pilot proposal.

Bob Atkinson, member of the Grow the Richmond and Streets for People supported keeping the Great Highway completely closed to cars. They suggested investing in making the 18 and 29 Muni lines faster and to approve the report as presented.

Elias Zamaria of District 5 said they would like to see the Great Highway continue to be closed to cars.

Kenneth Russell of District 7 said they support the full closure pilot. They said they should encourage people and activities outdoors and not encourage driving.

Jason Howie of District 5 said they are in support of keeping the Great Highway closed to vehicles. They said they appreciate how the space has become a center of community activism and a place where people can bike and enjoy the space.

Amy Adina of District 4 said they support keeping the Great Highway closed to cars. They said they enjoy the space now and it is their favorite thing about living in the Sunset.

Joe Demento of District 8 said they support keeping the Great Highway closed to help the city achieve its climate goals.

Dominic of the Sunset said they support keeping the Great Walkway open to humans and free from cars.

Jim Murphy, born and raised in San Francisco on 34th and Wawona, said their father was nearly killed by a car speeding through their neighborhood. They said the only solution that is reasonable would be putting a bike lane next to the current multi-use walkway.

Ellen, resident of the Great Highway between Kirkham and Lawton, said they support option 3.

Dan Federman of District 5 said they support a two-year four-lane full promenade pilot.

Leslie Benedict of District 1 said they support a car-free Great Highway.

Marielle Wiseman of the Mission said they oppose the pilot project.

Claire Prowse of District 2 said they support option 3, keeping the Great Highway car-free.

Rio Teva of District 1 said they support keeping the Great Walkway open to pedestrians and closed to cars.

Yasmin Staton of District 4 said they oppose the continued closure of the Great Highway and oppose the two-year pilot. They cited an online petition with 9,000 signatures to reopen the Great Highway.

Peter Tannen, retired transportation planner for SFMTA and District 8 Transportation Authority Community Advisory Committee representative speaking on his own behalf, said he supported full or partial closure and urged the Board to approve the staff recommendation as written.



Gabriel of District 2 and Kid Safe San Francisco, said they are in favor of keeping the Great Walkway open.

Reverend Nancy Pennycamp of District 1 said they support a full promenade.

Angie Petit-Taylor of District 7 said they support keeping the Great Highway closed.

David Stone of Inner Sunset and Board member of Inner Sunset Parkside Neighbors said they are in support of the pilot moving forward and the Great Walkway.

Larry Lapidus of District 4 said they are supportive of keeping the Great Highway closed to cars.

James Mason of District 8 said they support option 3, closing the Great Highway to cars and supported the two-year pilot as written.

Robin Ham of District 7 said they support option 3, the full-closure to have more safe spaces for families.

A caller from Pacifica said the best route for them to get to the Veterans area is to use the Great Highway and it has been inconvenient having it closed.

Eric of the Richmond District said keeping it a car-free space would be good for local businesses, local community, and would increase property values.

A resident of the Sunset said the Great Highway wasn't designed for residents of the Sunset but as the Great Walkway, Sunset residents can walk and bike.

Jane Natoli of the Richmond District said they support option 3 to make the Great Highway a promenade.

Andrew Sullivan of District 5 said they support the report and option 3 and encourage commissioner to support a plan to divert all traffic to Sunset Boulevard and impose enough traffic calming and slow streets.

Stephanie Fong of District 5 said they support keeping the Great Walkway closed to cars.

A caller from District 1 said they support option 3 and the two-year pilot of the full closure for the promenade.

A caller shared their support for option 3.

Monica Gwel of District 1 said they support opening the Great Highway to humans and closing to cars.

Karen of District 1 said they support option 1 and keeping the Great Highway open to cars, or an alternative where it is open to cars five days a week and closed on the weekends.

Monica Moreno of District 7 said they support keeping the Great Highway open to people.

Tony Villa, resident on the Great Highway and Kirkham, said they support option 1 and opening the Great Highway to vehicles.

Nicole Horner of District 9 said they support option 3.



Maria Vargas of District 7 said they support opening the Great Highway to vehicles.

Jen Gan, resident of Outer Sunset, said they support keeping the Great Walkway open to pedestrians and others.

Bob Wise, resident of the Lower Great Highway said they are in favor of putting the Great Highway back to the way it was as a roadway.

Christine Terres of District 1 said they support Concept 3 and the pilot project as written.

A resident of District 7 said they support the 24/7 closure to cars.

A caller said they support option 1 to reopen the Great Highway and to amend the report.

Kieran Farr said they support the closure of the Great Highway to cars.

A caller said they are in favor of the pilot and the closure.

Amanda Sedono, resident along Great Highway and fourth generation San Franciscan, said they opposed keeping the Great Highway closed.

Rhonda of District 7 said they oppose the full closure of the Great Highway but would support option 1 or a compromise.

Nicole of District 4 said they support keeping the Great Walkway open to pedestrians.

Elizabeth Harmon, born in San Francisco and moved to Ocean Beach in 1974, said they support the closure of the Great Highway 24-7.

Nicholas, resident of District 4 at 46th and Taraval, said there is no alternative to the ocean environment. They thanked staff for their work and asked to keep the highway closed.

A District 7 caller said the Great Walkway could be a beacon for tourists and new opportunities and business and supported keeping the highway open for pedestrians 24/7 and closed to cars.

A resident along the Lower Great Highway said they were against keeping the Great Highway closed and against the pilot program, indicating concerns with the dunes being trampled.

A resident of the Richmond said they supported Concept 3 for a full pilot of a 24/7 car-free space.

James Gretty, 13-year resident of Districts 5 and 2, said they frequently cycle on the Great Highway and support the 24/7 closure to cars.

Sean of District 5, member of the San Francisco Transit Riders and San Francisco Bicycle Coalition, said they supported the 24/7 closure of the Great Highway.

Chris of Moraga and Lower Great Highway, said they skateboard on the Great Walkway every day and support the 24/7 closure for people to walk on the highway.

A lifelong resident of San Francisco and a member of the Open the Great Highway group said they are fully opposed to the closure of the Great Highway and the pilot



project. They said that the closure of the highway violates the Ocean Beach Master Plan and the San Francisco Golden Gate Park Master Plan.

Sarah of District 1 and former District 2 representative on the Bicycle Advisory Committee said she supports a full promenade because of its high use and safety. She said it would be confusing to open then close it when the extension will close to cars, and that we need to start planning for that now with a comprehensive climate change plan. She said she biked Sunset and the Richmond at rush hour and didn't see much traffic.

A caller who lives with their husband and child in the Richmond said they are opposed to the closure and pilot program. They cited concerns of parking and beach access, increased traffic on Sunset and 19th Avenue and the extra greenhouse emissions in Golden Gate Park. They added concerns about Richmond residents not having a way to get out in an emergency.

A resident of the Sunset said they in-line skate on it several times a week since it is one of the few flat roads without cars or bad pavement. They said it improves safety and makes it a more desirable neighborhood to live in and increases property values. They said they support the permanent closure and it should be named the Great Esplanade.

A District 1 caller said they support the Great Walkway. They said it helps them patronize businesses in the outer Sunset because it's a safe, north/south bike route and helps them avoid driving to get food or to reach Stern Grove. They asked the Board to not remove Concept 3 and to recognize the imminent impact of climate change.

A District 9 caller said they support keeping the Great Walkway closed to cars and favored Concept 3. They said they don't own a car and the closure is important for Vision Zero and climate goals. They said they use the space weekly and hope that the Board expands the network of safe streets, bike lanes, and bike trails so that the green space is accessible to all.

A second-generation Richmond District resident said they oppose keeping the highway closed. They said the city is becoming more unwelcoming to working people and essential workers. They said their partner worked at Stanford on vaccine distribution and their commute has increased by 30 minutes. They proposed a compromise to close it on Sundays but working people need to get to their jobs.

Lindsay of District 3 said they visit the Great Highway via Muni. They cited recent plans in Paris, and said San Francisco should have plans developed to that scale. They said they feel for nearby residents but don't think it makes sense to reopen something that has to close again in a couple of years. They asked the Board to keep it closed to cars.

A caller from 42nd and Vicente said an open waterfront raises property value and reduces the barrier between the city and the ocean. They said their street could be impacted by traffic but it's worth it with people of all ages, ethnicities and income levels using the Upper Great Highway.

A Richmond District resident born and raised in San Francisco said they support opening the Great Highway. They said Veteran Affairs workers need to travel from the



south. They said it is a shared space for pedestrians and bikers, and traffic cannot traverse because there are bottlenecks through Golden Gate Park. They said people are running the stop signs and destroying the dunes.

Adam, a District 6 resident and physician said they support keeping the Great Highway car-free. They said they shouldn't have a highway at surface level speeds with people going 35 mph as it isn't safe. They said the highway was already falling into the sea and should be kept car free.

Vanessa, a District 3 called to voice their support for option 3, the two-year pilot. They said it has been transformative and good for their health, businesses, and climate.

Sophie of District 4 said they support option 3. They said they have a young kid who loves walking on it every day, and it is one of the few streets that is totally flat and elevated from cars. They said they have lived all up and down California and it's a huge asset to the city and neighborhood.

Chris of District 9 said the people of San Francisco should not sign their name to this report because it is fundamentally flawed and biased. They said to improve the Great Highway and access for all, there needs to be an unbiased report.

A District 1 caller said the closure violates the Ocean Beach Master Plan, Golden Gate Park Master Plan, and the disaster evacuation plan so they prefer to have the Great Highway open.

A District 5 caller who is an immigrant and a worker without a driver's license urged the Board to support the two-year pilot project. They said their family depends on transit and the city has not done enough to create equitable safe streets, especially for the most vulnerable and hard-working residents. They said they need to help families and drivers safely get out of their cars, and cars back on the highway won't do that. They said the best way to reduce car traffic is to create safe and car-free alternatives.

A District 2 caller said they support keeping the Great Walkway open to pedestrians and cyclists and closed to cars. They said it is a unique public space that they use at least once per week. They cited the climate crisis as a reason to not open more roads to cars and traffic. They said they would love to see public transportation options, and a decrease in fossil fuels to create a more equitable city.

A caller said they support keeping the Great Highway closed to vehicle traffic 24/7. They shared their appreciation, and said they used it almost every day with their family and are very excited and hopeful that it will stay as is.

A District 1 caller who grew up in San Francisco said they are in favor of opening the Great Highway. They said having it closed during the pandemic was fine, but people driving to the Great Highway are creating more congestion on side streets.

A District 5 caller said they are a mom and mostly get around the city on foot though they own a car. They asked leaders to consider creating a huge, oceanside park for everyone, and generations of people will thank them.

A fifth-generation San Franciscan and Sunset resident said they appreciated the Great Highway during the pandemic but wanted the Board to consider a compromise because of traffic redirected to residential streets and safety concerns. They cited



many open spaces in the city, and suggested the road can be used for commute hours and potentially closed on the weekends.

A District 5 caller who doesn't own a car asked the Board to keep the Great Highway closed to cars and open to people. They said the pathway can be crowded and not friendly to pedestrians, and in reopening to cars, the city is telling people it's better to be in a car.

A District 1 caller, doctor, and mother to two young children said they support a two-year pilot project and a full 24/7 closure. They said they take their children to preschool by bike on the Great Highway, so it's not just recreational. They said they want leadership to do something for the health and well-being of their residents.

A Golden Gate Heights resident said that the Great Highway being closed has helped businesses during the pandemic and created job opportunities. They said it is important to address the climate crisis and impacts cars have. They said the Great Highway will become a destination for visitors and that they want it to stay open.

Sarah, born and raised in District 1, expressed support to keep the Great Highway open to people and bikes and asked the Board to consider it and a two-year pilot program. They shared that they were a transportation planner and that there are tools for mitigating unsafe driving on local streets.

A caller said they support reopening the Great Highway to vehicle traffic. They said 27,000 people visiting a week is amazing, and that will increase with the pilot program. They said people are driving to get there and if folks really care about climate change the road should be opened back up because they don't want so many people driving to get to the Great Highway for recreation.

A District 7 caller said their son loves biking on the Great Highway, adding driving in traffic for 30 minutes to Golden Gate Park is challenging, but now their family can walk or drive to the Great Highway and bike every weekend. They asked the Board to approve the pilot and keep the Great Highway open to people 24/7.

A District 5 caller expressed support for the pilot project and option 3. They said it has worked great over the past year and they support the traffic calming measures in nearby neighborhoods.

An outer Sunset caller said they and their wife bike and have two kids. They expressed support in keeping the road closed to cars, ideally option 3 but are also open to sharing. They said there aren't many places for their kids to bike safely other than the Great Highway and now JFK.

A District 1 caller expressed interest in keeping it open for adults and kids.

Another caller also expressed interest in keeping the highway open for adults and kids.

Mark, a San Francisco resident and PhD candidate at UC Berkeley, asked that the city keep the road car-free and approve the pilot. They said San Francisco needs to do this to achieve Vision Zero and climate goals.

A caller speaking on behalf of their two-year-old daughter said their daughter is delighted by the Great Highway where she can play on her scooter away from cars



and they need this space in their city and their leaders to stand up for this space.

A long-term Richmond District resident said that they need to open up the highway to alleviate traffic in Golden Gate Park and 19th Avenue. They said it's a matter of safety for children who need to bike to school through Golden Gate Park and also for emergency vehicle access.

A Richmond District resident since 2015 said they have used the Great Highway for socially distanced walks, and they hope to see it continue to be a pedestrian and bike friendly place.

A District 5 caller requested to keep the Great Highway open to kids and adults and everyone in between.

Emily, 10-year resident of District 10 and parent, said they want to stay in San Francisco and the Great Walkway attracts them to stay longer because it's hard to live in the city without a car and with a small child.

Priya of the Outer Sunset and a mother of two, said they bike and use Golden Gate Park, slow streets, and the Great Highway to get around safely. They want to keep the Great Highway open to the people.

Maria from the Mission District said they want to keep the Great Highway open and closed to cars.

Graham, father of two, car-owner and resident of District 4, said they want to keep the Great Highway open to people and closed to cars 24/7.

A District 7 caller said they want to open the highway to cars during the week as a compromise.

Matt of District 4 said they want to keep the Great Highway closed to cars. They said they live three blocks from the area and use the walkway regularly. They said traffic in the area is inevitable, but they need to adjust to a more robust work from home environment.

Chair Mandelman noted that Commissioner Chan wanted to propose amendments to the resolution, and additionally, other Commissioners wanted their comments reflected in the resolution. Chair Mandelman also noted that during the recess, Director Chang and staff worked on the proposed changes suggested by the Commissioners' offices.

Director Chang outlined three parts of a potential amendment: 1) Remove the staff recommendation to consider specific long-term concepts for the Great Highway, and to instead summarize the evaluation findings for all concepts as the conclusion of the report. 2) Add the following four recommendations to the report. First, to monitor the use of the facility by race and income. Second, for SFMTA to prioritize traffic management planning and design for the Sloat-Skyline and Sloat-Sunset interchanges as part of the SFPUC adaptation project and EIR. Third, to explore the feasibility of improved north/south public transit to serve local and regional trips in the corridor. And fourth, for San Francisco Recreation Park to coordinate with Golden Gate National Recreation Area (GGNRA) to increase bathroom and other maintenance. 3) Add reference that the Coastal Commission has jurisdiction on permanent changes to the Great Highway.



Commissioner Melgar seconded Commissioner Chan's motion and thanked Director Chang for putting the information into writing. Commissioner Melgar said she sought to correct the record regarding misinformation that came out while the Transportation Authority Board was in recess. She said that, except for Commissioner Mar, she believes she has spent the most time on the Great Highway and she wants San Francisco to have what other international cities have which is an open space on the waterfront that allows walkers and bikers safe access to the water. She stated that climate change is real and racial segregation and exclusion to open space is also real. She said that in her past role working with at-risk kids in the Mission, Excelsior, and Bayview as Executive Director of the Jamestown Community Center she learned that many, if not most, children had not been to the ocean except through the program. She said their infrastructure, particularly on the West Side is built around cars and they are not moving fast enough to improve walking and biking. She said the report points to the fact that people traveling from I-280 to Land's End must cross through District 7 streets like Lake Merced Boulevard and Sloat Boulevard, which have seen lots of fatalities and collisions, particularly with pedestrians. She said any long-term solution that puts more stress on pedestrians and bicyclists in District 7 must be addressed. She said that, as they look to reduce dependence on cars, they need to make sure they address that for everyone while they make the space open to all.

Commissioner Melgar also noted that the Board was voting on a report, and not on a long-term solution. She said she appreciates that they are keeping their eyes on the data in the recommendations for all proposed solutions, and not just one. She said that it is not time to make a recommendation and they need to include all voices as they make this important long-term decision. She added that they should be thoughtful and consider other related projects, such as ConnectSF, as they make decisions like they are for the Great Highway.

Commissioner Mar thanked the commissioners for their time in the hearing. He said while they are only considering approval of a report today, the Board will ultimately play an important role in determining the future of the Great Highway. He thanked everyone who weighed in on this study including those who called in today. He also thanked the Transportation Authority team. He said that he originally requested the city repurpose the Great Highway for recreation as part of the pandemic response because he believes in the vision of an iconic Ocean Beach promenade and managed retreat from the coastline as a compelling long-term vision for the Great Highway. He said he believes the traffic challenges that it has created are solvable problems but to solve them will require major investments and a traffic management plan for the West Side neighborhoods as well as investments to improve north/south public transit access for the West Side and the equity analysis that Commissioners Walton and Melgar requested. He said they also need a meaningful public process and thoughtful planning. He said he does support adopting the report and agrees with the report's long-term recommendations for a full or partial promenade on the Great Highway with needed traffic and transportation network improvements.

Commissioner Mar said he appreciated the proposed amendments and Director Chang and staff for their work on the amendments to ensure completeness of the report. He said that even though the Board is not deciding on the pilot project at that meeting, he does support moving forward with a weekend only pilot project in the



near-term. He said he wants to lift up the Transportation Authority's recommendation to have clear metrics and thresholds for evaluating a pilot and triggers that would require reconfiguration or reconsideration. He said that the concerns the Commissioners raised have not been solved and would take time and money to solve. Commissioner Mar said that while he would support a pilot, he would not support a full closure pilot. He said the street had a full closure for 14 months, and it showed potential, but even with reduced traffic from the pandemic, problems remain that need to be solved. He suggested that as the city moves to the next phase, they should give relief to residents who have been facing congestion, and make connectivity improvements to make a bold transformation in the future. He said as they emerge from the pandemic, he wants to see San Francisco Recreation and Park and SFMTA do the kind of outreach the Transportation Authority has done to have a meaningful public process to present a pilot project that balances the benefits with the real and urgent needs of West Side residents. He said there is room to compromise in the short-term with a pilot to collect data and do the work that will take years to improve transportation in the area. Commissioner Mar said they need to keep the long-term vision in mind while they do the work in the short-term to make the long-term possible. He said he is willing to accept the proposed amendment to encourage his colleagues support for the report.

Commissioner Chan said it is good to be with Commissioner Mar and Melgar on this issue. She said the Richmond is different than Districts 4 and 7 and the outreach to date has not been inclusive of Richmond District residents and that has fostered mistrust with the process. She said there is a misunderstanding among some folks regarding what the Board is voting on today. She said the Board is not voting on a project proposal and that this misunderstanding is a sign of lack of outreach. Commissioner Chan called for SFMTA and Recreation and Park to do a better job on outreach when it comes to explaining the process.

Commissioner Chan said she opposes both the full closure and the full opening of the Great Highway, and her personal standpoint informs this perspective. She said that she has lived in the same outer Richmond location since 2011 and during that time, she worked at City College and before the pandemic, she did not have public transit access that allowed her to go from 43rd Avenue to City College in under an hour or without a transfer. She added that she also worked in San Mateo County and had to drive. She said she needed to visit her mother who was terminally ill at the University of California San Francisco (UCSF) Parnassus campus and the hardest times were during her last days before she passed away when she had to find a hospice facility and the closest was in Pacifica. She said she wanted to visit her twice a day from where she lived at 43rd and Geary, so due to her personal experiences she thinks the Great Highway cannot be closed at the moment.

Commissioner Chan also said that she opposes the full opening of the Great Highway. She said she and her son walk their puppy on the Great Highway and enjoy the experience. She said for these reasons, she believes a timed promenade is the best solution for the Great Highway in the immediate term to gather data. She said in the long-term she looks to the staff to monitor and make a recommendation, and she is committed to fighting for funding and resources if needed. She said she started out as a pedestrian in the city and rode public transit and did not own a car until she was almost 30. She said she is not a good cyclist but she does understand that



connectivity from the Bay to the beach through Golden Gate Park and she would like to see that continue. She said she does not think Martin Luther King Jr. (MLK) Drive should be open to vehicles and they should leave that to Lincoln where they should do some investments. She said she preferred investing in traffic signals and closing MLK Drive to vehicles to minimize car traffic in the park. She said that her recommendation was to adopt an amendment that removes the staff recommendation and keeps all concepts on the table. She said rather than having the Board endorse one concept over another, the city should focus on data gathering for further analysis with all of the concepts proposed. She said that she wanted to be clear that her proposal to remove the recommendations from the report does not remove any of the concepts in the report.

Commissioner Stefani said she had a few questions. She expressed concern about removing the staff recommendation regarding the concepts, and stated that she noted that the report was already public and did not understand why the Board would vote to remove a part of it. She noted that the Board had not agreed with staff on recommendations in the past and that the Board has not ever asked them to remove their recommendations from reports. She said that it would not feel honest to remove the staff recommendations.

Commissioner Stefani continued by saying she wanted to be careful that the vote did not set a bad precedent. She noted that the Board accepted the JFK Drive report recently and that the full Board did not necessarily agree on the specific recommendations. She also asked for clarification on amendment 3 regarding whether the Coastal Commission or Planning Department had jurisdiction over the Great Highway. She said she did not want to vote on something that is not legally correct. She noted that Vice Chair Peskin has expertise with this. She asked if counsel or staff could clarify or ask Coastal Commission staff. She said she wanted to make sure there was an understanding about who had jurisdiction before voting on the report.

Chair Mandelman said he appreciated her point.

Vice Chair Pekin said that Commissioner Stefani is correct. He said he brought up the jurisdiction of the Coastal Commission to make the Board aware of the larger context of the Local Coastal Plan. He said the Coastal Commission has delegated the Coastal Act Authority to the City and County of San Francisco except for certain parts of land by Lake Merced. He said that San Francisco is the only coastal county that has such a small amount of land under direct Coastal Commission jurisdiction. The Planning Department and its Commission could issue a local coastal development permit for this project. He said he was raising a question to ask whether the two-year project would rise to the level of having to issue a permit. He said he can check with Coastal Commission staff, and in any event, under the Coastal Act, anything on the first road closest to the ocean is appealable to the Coastal Commission itself. He said he did not want to add an amendment but wanted to make sure Commissioners were clear on the legal framework.

Commissioner Stefani thanked Vice Chair Peskin for his clarification and said that she wanted to ensure that the Board made an amendment that reflected his comments.

Chair Mandelman said that staff had given the Board an option to make changes to



the report which had been moved and seconded. He said it is within reason to change the report in the manner suggested, but that it is a matter that the Board should discuss.

Commissioner Preston said that he objected to some of the language he heard in public comment from people who were advocating for biking and pedestrian safety. He said these people were advocating for public space in a way that is consistent with their Vision Zero goal. He said reasonable people can disagree, but he rejects the idea that people advocating for these things are a special interest that should be disregarded. He thanked people for calling in tonight and noted that it was an important conversation to have even though the meeting ran late. He said he thinks the Great Highway is a significant part of the city's car-free network, which is why he has advocated for Concept 3. He said he appreciated his colleague's comments and looked forward to further discussion before it comes to the Board of Supervisors.

Commissioner Preston reiterated that the Board was not approving or disapproving a pilot or picking a long-term concept. He noted that the Board was being asked to discuss and potentially adopt a report completed by Transportation Authority staff. He said this does not mean that the Board was formally adopting the reports' recommendations. He said he does share some of the procedural concerns raised by Commissioner Stefani regarding whether the Board should amend out recommendations made by staff. He said that staff prepared a report and shared what they found. He proposed a friendly recommendation to instead add a statement to the resolution to clarify that the report includes recommendations from staff and that the Board is not making any decision between the different options laid out in the report. He said this could preserve the report while making it clear that the Board is not choosing one concept over another. He said he will defer to others and will continue pushing to make the Great Highway part of the car-free network and looks forward to further engagement with colleagues and constituents on the topic.

Commissioner Chan asked to make a point of clarification regarding why she is proposing a motion.

Chair Mandelman said Commissioner Chan could provide her clarification if Vice Chair Peskin and Commissioner Melgar are okay with deferring to her on that.

Vice Chair Peskin said he already spoke to Commissioner Stefani's comments on the Coastal Commission language which does not need to be included in an amendment.

Commissioner Chan said staff had specifically recommended Concepts 3 and 5 but had not studied Concept 2 thoroughly. She said it needs to be clear that the Board wants Concept 2 to be considered for the long-term future.

Commissioner Melgar said she would support either option - either amending the report recommendations or amending the resolution, and she seconded Commissioner Chan's motion. She read to Commissioner Stefani what concerned her in the staff recommendation under section 4.2. She said the report was silent on Concept 2 and if they are adopting the report, it seemed like they were also adopting that stance. She said that it felt like an overreach for staff to say they are not considering Concept 2 in the long-term when there are also other things they need to consider that are not in the report. She said that is why she seconded Commissioner



Chan's motion. She said that she supports whichever option makes it clear that all concepts be considered fully.

Commissioner Stefani thanked Commissioner Melgar and said she wanted it to be on the record that the staff recommendation had been made, the Board was adopting the report, and that some Commissioners disagreed with some of the recommendations in that report. She said she would not vote to remove anything from a report that had already been made public. She said she thinks that the third part of the proposed amendment should be removed and that the first part of the proposed amendment should be clarified as described by Commissioner Melgar.

Chair Mandelman said the Board has a small and large choice to choose from. The smaller choice would determine whether to include the mention of the Coastal Act, an issue raised by Vice Chair Peskin. He said this could be changed via the report itself or via the resolution. He said he they would leave this decision to Commissioner's Chan and Melgar who made and seconded the motion.

Chair Mandelman said the larger choice is whether the Board proceeds to change the report, a change that Commissioner Chan and staff have worked on. He said it does not seem out of line for the Transportation Authority Board to recommend changes to a report that comes from their own body. He said in this case, most of the report is useful and valuable but Commissioner Chan has requested some changes to the recommendations section at the end. Chair Mandelman said another path forward is for the Board to recommend edits to the resolution to clarify the recommendations.

Commissioner Chan said she is comfortable withdrawing her motion and instead working to amend the resolution. She said her changes would be on page 2 in the second clause to the last. She said she would like to strike out that clause in its entirety. She said the next clause would be to insert "Whereas, SFMTA and Recreation and Parks Department will consider all concepts and findings in this report." She said Commissioner Walton's earlier statements about who is using the Great Highway were valid and there are some concerns that usage was not included or discussed in the report. She said Commissioner Melgar has pointed to other items they want staff to monitor, and she would like to insert a clause listing the items they want staff to monitor.

Chair Mandelman clarified with Commissioner Chan what her changes were.

Commissioner Melgar seconded Commissioner Chan's new motion.

Chair Mandelman asked Director Chang if she is following these changes and feels like she can manage them and reflect them in the resolution.

Director Chang confirmed and said she and staff can make these changes.

Chair Mandelman noted that Commissioner Chan was withdrawing her prior motion and making a new motion to amend the resolution as she described. He added that Commissioner Melgar too withdrew her initial motion and made a new second to Commissioner Chan's motion to amend the resolution, which includes a withdrawal of mention of the Coastal Commission.

Commissioner Chan motioned to amend the item to reflect the removal of the



second to last clause and inserting "Whereas, SFMTA and Recreation and Parks Department will consider all Concepts and findings in this report" and inserting an additional clause listing items the Board want staff to monitor, seconded by Commissioner Melgar.

The motion was approved without objection by the following vote:

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

Absent: Commissioner Haney (1)

Commissioner Walton motioned to approve the item as amended, seconded by Commissioner Chan.

The motion was approved without objection by the following vote:

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

Absent: Commissioner Haney (1)

12. Overview of Plan Bay Area 2050 - INFORMATION

The item was deferred to the call of the Chair.

13. Streets and Freeways Strategy and Outreach Update - INFORMATION

The item was deferred to the call of the Chair.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

During public comment a caller stated that she tried to make public comment on Item 11 but ran into technical issues. Clerk of the Transportation Authority, Britney Milton provided the following email address for the caller to follow up: clerk@sfcta.org.

16. Adjournment

The meeting was adjourned at 8:01 p.m.



RESOLUTION ADOPTING THE UPPER GREAT HIGHWAY CONCEPTS EVALUATION REPORT [NTIP]

WHEREAS, The District 4 Mobility Study was recommended by Commissioner Mar for Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, At the time the COVID pandemic began, Transportation Authority staff was conducting the District 4 Mobility Study to identify improvements to transit, walking, and biking in the Outer Sunset and Parkside neighborhoods; and

WHEREAS, 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; and subsequently, 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; and

WHEREAS, The Upper Great Highway evaluation effort was led by the Transportation Authority in partnership with Commissioner Mar's office, the San Francisco Municipal Transportation Agency (SFMTA), and Recreation and Park Department (RPD); and

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

WHEREAS, The Upper Great Highway options that were evaluated are: Concept 1: Four-lane Roadway; Concept 2: Promenade/Two-way Roadway; Concept 3: Full Promenade/Complete Vehicle Closure; Concept 4: Timed Promenade (Weekends); and Concept 5: Promenade/One-way Roadway; and



WHEREAS, To evaluate future Upper Great Highway concepts, staff considered several factors related to several City policies and goals, specifically: climate change/resiliency; recreation, well-being and health Transit First/sustainable mode choices; Vision Zero/safety; economic vitality/mobility; and costs (capital and operating); and

WHEREAS, Staff used a variety of data sources and tools to support the 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; and

WHEREAS, Staff hosted two primary outreach events related to the Great Highway Concepts Evaluation in November 2020 and March 2021 to provide the community an opportunity to learn about the concepts and share their feedback; and following the November 2020 outreach event, conducted a survey to gain an understanding of community preferences for the future of the Great Highway, which received nearly 4,000 responses; and

WHEREAS, In response to the temporary promenade and planning efforts, the Transportation Authority and other City partners received several petitions and throughout the course of the study, the Transportation Authority received over 1,200 emails; and

WHEREAS, Staff determined that all concepts have different strengths and weaknesses which are identified in the enclosed report; and

WHEREAS, After extensive discussion and public comment at the June 22, 2021 meeting, the Transportation Authority Board expressed four additional recommendations to those included in the staff report: (1) monitor the use of the Upper Great Highway by race and income, (2) address ongoing traffic management



planning and design needs for Sloat/Skyline and Sloat/Sunset intersections as part of the San Francisco Public Utilities Commission Ocean Beach Climate Adaptation project, (3) explore the feasibility of improved north/south public transit to serve both local and regional trips, and (4) coordinate with the Golden Gate National Recreation Area to increase bathroom and other maintenance; and

WHEREAS, SFMTA and RPD will be considering all of 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, an effort which began with a joint hearing of the Recreation and Park Commission and SFMTA Board of Directors on June 10, 2021; and

WHEREAS, Any near-term or long-term action would need to be approved by the San Francisco Board of Supervisors; and

WHEREAS, The Transportation Authority has consulted with Commissioner Mar's office which is supportive of the recommendations in the evaluation report; and

WHEREAS, In order to timely inform the SFMTA and RPD process, the Transportation Authority Board first considered the Upper Great Highway Concepts Evaluation Report at its June 22, 2021 meeting and the Community Advisory Committee considered the report at its June 23, 2021 meeting and unanimously adopted a motion of support for the adoption of the report; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Upper Great Highway Concepts Evaluation Report; and be it further

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



Enclosures:

- 1 - Upper Great Highway Concepts Evaluation Report
- 2 - Upper Great Highway Concepts Evaluation Appendices



Memorandum

AGENDA ITEM 4

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Upper Great Highway Evaluation Report</p> <p>SUMMARY</p> <p>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.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

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 considered this item at its June 23, 2021 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

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

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San Francisco County Transportation Authority

State Legislation - July 2021

(Updated July 8, 2021)

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

Table 1 provides an update on Assembly Bill (AB) 43 (Friedman) on which the Transportation Authority has previously taken a support position.

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 43 Friedman D	<p>Traffic Safety: Expanded Authority to Reduce Speed Limits</p> <p>The Transportation Authority established a Support position on AB 43 at its April 27, 2021 meeting. There have been significant amendments since the support position was adopted, however we recommend maintaining a Support position on AB 43, which would still provide significant new flexibility for Caltrans and local jurisdictions to establish speed limits that respond to localized safety concerns. The San Francisco Municipal Transportation Agency (SFMTA) has continued to work closely with the author on these changes and is still supportive of the bill as amended. We anticipate additional amendments are forthcoming. The Transportation Authority's state legislative advocate Mark Watts will testify in support of the bill at its Senate Transportation Committee hearing on July 13, 2021.</p> <p>As amended, AB 43 would still allow local jurisdictions to reduce speed limits on "high-injury streets," but would limit the designation to 20% of a jurisdiction's streets. This should not be a problem for the city since San Francisco's high injury network currently accounts for 13% of city streets. Recent amendments would also require the use of a state definition for "high-injury streets," which Caltrans will include in its next update to the Manual on Uniform Traffic Control Devices (MUTCD), rather than allowing local jurisdictions to define it. It is unclear when the next update to the MUTCD will occur, so this bill amendment may delay local jurisdictions' ability to designate these areas. The 2014 MUTCD was last revised on March 30, 2021. Finally, the amendments also narrow the definition of what constitutes a "business activity district" where local jurisdictions could reduce speed limits. While this may decrease the number of streets that would qualify for this designation, it would still provide substantial new flexibility for where San Francisco could consider lowering speed limits over the status quo.</p>

San Francisco County Transportation Authority

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 7/8/2021)
Support	AB 43 Friedman D	Traffic safety. Expanded Authority to Reduce Speed Limits Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	Senate Transportation to <i>Senate Appropriations</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.	Senate Desk to <i>Environmental Quality Committee</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.	Senate Desk to <i>Senate Transportation</i>
	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.	Dead
	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 to <i>Senate Judiciary</i>
	AB 1238 Ting D	Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	Senate Desk to <i>Senate Appropriations</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.	Senate Desk to <i>Senate Appropriations</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.	Assembly Desk to <i>Assembly Appropriations</i>

San Francisco County Transportation Authority

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.	Dead
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.	Two-Year Bill

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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RESOLUTION ALLOCATING \$14,892,610 AND APPROPRIATING \$200,000 IN PROP K FUNDS, WITH CONDITIONS, FOR EIGHT REQUESTS

WHEREAS, The Transportation Authority received eight requests for a total of \$15,092,610 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Paratransit, Street Resurfacing, Traffic Calming, Bicycle Circulation/ Safety, and TDM/ Parking Management; and

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

WHEREAS, The adopted Prop K Strategic plan has funds programmed to the Paratransit category, which has no 5YPP requirement; and

WHEREAS, Seven of the eight requests are consistent with the Prop K Strategic Plan and/or relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bicycle Safety Education and Outreach requires a 5YPP amendment as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$14,892,610 and appropriating \$200,000 in Prop K funds, with conditions, for eight requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its June 23, 2021 meeting, the Community Advisory Committee was briefed on the subject request and after severing the appropriation to allow a member to recuse themselves, adopted a motion of support for the staff recommendation for the



allocations and adopted a separate motion of support for the staff recommended appropriation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bicycle Circulation and Safety 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$14,892,610 and appropriates \$200,000 in Prop K funds, with conditions, for eight requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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



**San Francisco
County Transportation
Authority**

BD071321

RESOLUTION NO. 22-XX

Attachments:

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

Enclosure:

Prop K 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	

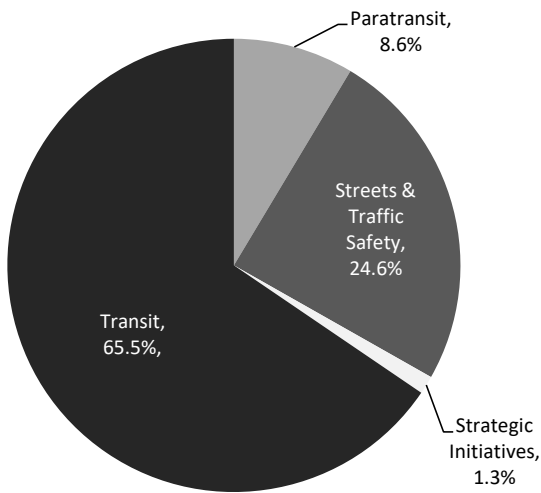
¹ See Attachment 1 for footnotes.

Attachment 4.
 Prop K Allocation Summary - FY2021/22

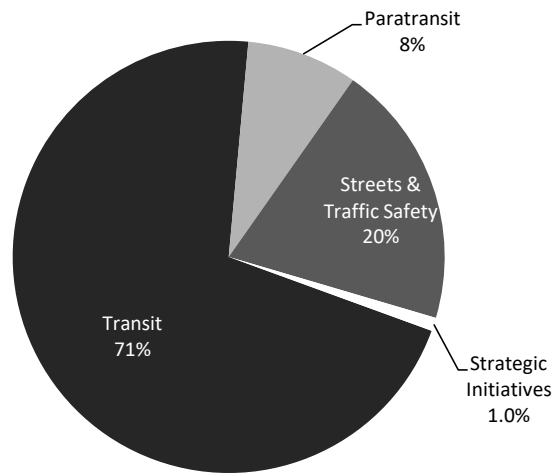
PROP K SALES TAX						
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 11,362,378	\$ 7,449,781	\$ 3,747,597	\$ 165,000	\$ -	\$ -
Current Request(s)	\$ 15,092,610	\$ 8,991,600	\$ 5,351,010	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 26,454,988	\$ 16,441,381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





Memorandum

AGENDA ITEM 6

DATE: July 8, 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 July 13 Board 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>
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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 adopted 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 considered this item at its June 23, 2021 meeting. The CAC severed the Downtown Congestion Pricing Study appropriation from the remaining requests to allow a CAC member to recuse themselves due to a conflict of interest. The CAC unanimously adopted a motion of support for the staff recommendation for the allocations and adopted a separate motion of support for the staff recommended appropriation.



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)



RESOLUTION AWARDING A FIFTEEN-MONTH PROFESSIONAL SERVICES CONTRACT, WITH AN OPTION TO EXTEND FOR A SIX-MONTH PERIOD TO EMC RESEARCH, LLP IN AN AMOUNT NOT TO EXCEED \$100,000 FOR VOTER OPINION SURVEY AND PUBLIC MESSAGING SERVICES, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the Prop K Expenditure Plan; and

WHEREAS, The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city; and

WHEREAS, The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities; designating eligible sponsoring agencies; establishing limits on sales tax funding by Expenditure Plan line item; setting expectations for leveraging of sales tax funds with federal, state and other dollars; and providing policies to guide program implementation; and

WHEREAS, Most of the major capital projects in the Prop K Expenditure Plan have been delivered or are under construction, and several categories in the Prop K Expenditure Plan, such as transit enhancements and Muni vehicles, are running out of funds, which will leave a funding gap for some ongoing project and program needs; and

WHEREAS, A new Expenditure Plan will allow the Transportation Authority to replenish ongoing programs, continuing project delivery and maintaining jobs, and will provide an opportunity to fund new and emerging priorities being identified in the update to the countywide transportation plan known as San Francisco Transportation Plan 2050; and



WHEREAS, The Transportation Authority is considering placing a measure on the June 2022, or possibly November 2022 ballot to adopt a new Expenditure Plan and extend the existing half-cent transportation sales tax to fund the projects and programs in the new Expenditure Plan; and

WHEREAS, The Transportation Authority requires voter opinion survey and public messaging services to inform the sales tax reauthorization and new Expenditure Plan development effort; and

WHEREAS, On April 22, 2021, the Transportation Authority issued a Request for Proposal (RFP) for voter opinion survey and public messaging services for a fifteen-month contract with a six-month extension option; and

WHEREAS, The Transportation Authority received ten proposals in response to the RFP by the due date of May 24, 2021; and

WHEREAS, A selection panel comprised of staff from the Transportation Authority evaluated the proposals based on qualifications and other criteria identified in the RFP and interviewed two firms on June 10, 2021; and

WHEREAS, Based on the results of this competitive selection process, the selection panel recommended award for voter opinion survey and public messaging services to the highest-ranked firm of EMC Research, Inc.; and

WHEREAS, The voter opinion survey and public messaging services will be funded from Prop K sales tax funds; and

WHEREAS, The scope of work described in the RFP is included in the Transportation Authority's adopted Fiscal Year 2021/22 Budget; and

WHEREAS, At its June 23, 2021 meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the selection panel's recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a fifteen-month



professional services contract, with an option to extend for a six-month period, to EMC Research, Inc., in an amount not to exceed \$100,000, for voter opinion survey and public messaging services; and be it further

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

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

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



Memorandum

AGENDA ITEM 7

DATE: June 24, 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 adopted Fiscal Year 2021/22 Budget. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

CAC POSITION

The Community Advisory Committee considered this item at its June 23, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

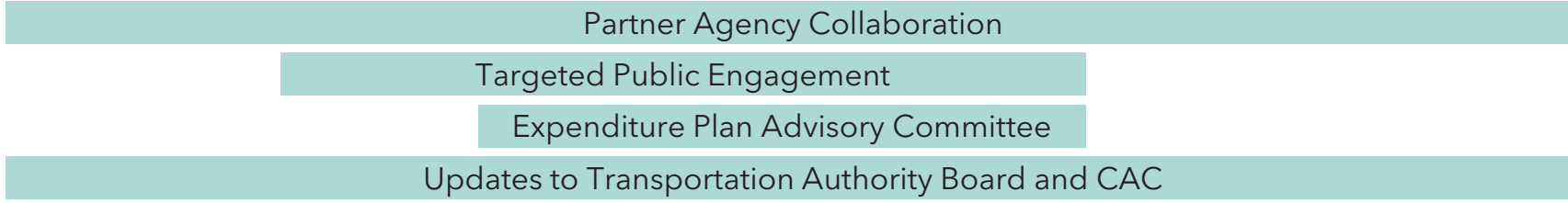
SUPPLEMENTAL MATERIALS

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

Proposed Process and Schedule



Outreach and Engagement



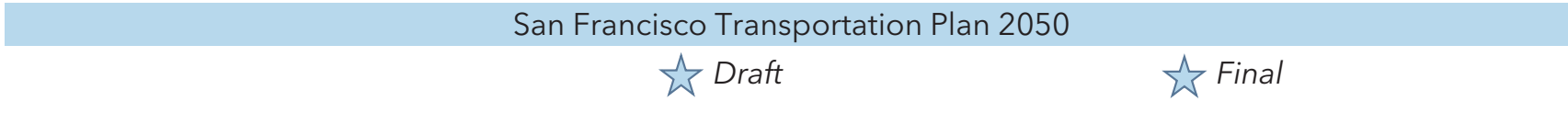
Expenditure Plan Development



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

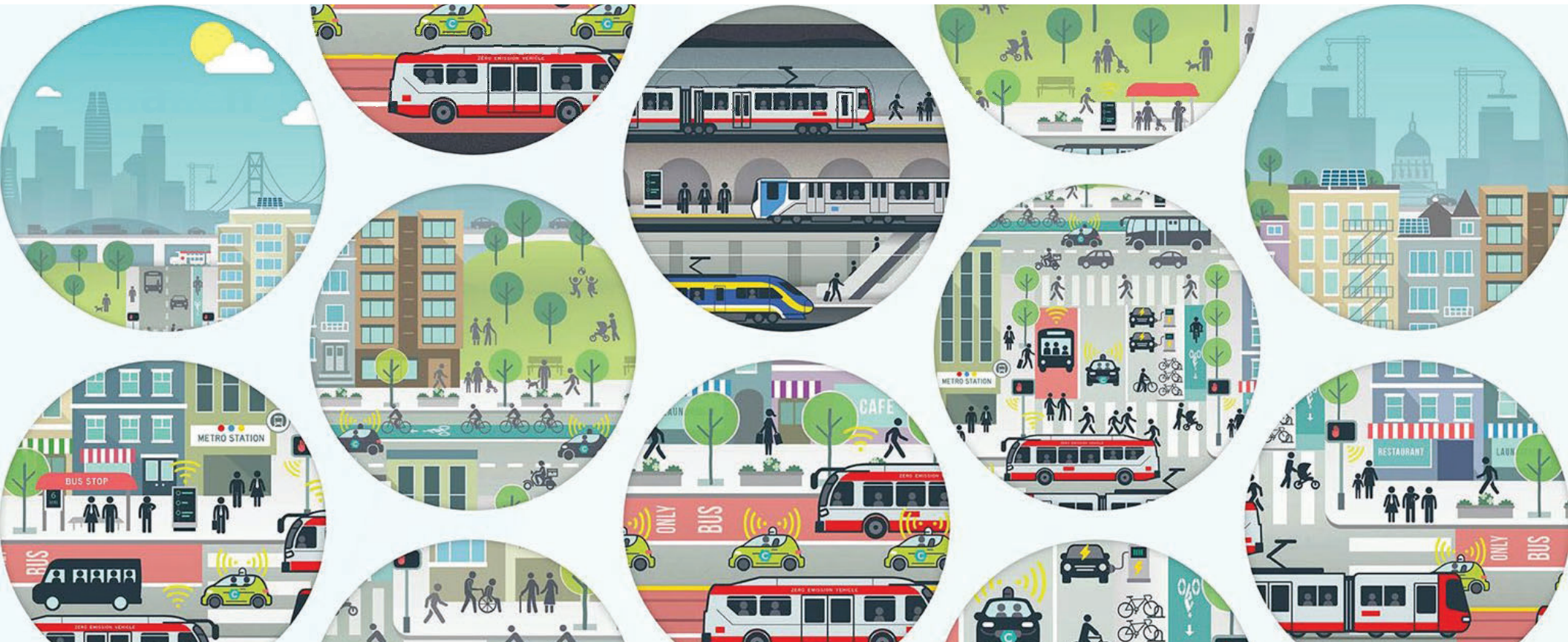
Subject to Transportation Authority approval, conduct a second round of surveys to further test the sales tax. The second round of survey work would be expected to build upon the work and survey results obtained for the first round. New areas of exploration for the second round may include re-

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.*

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Streets and Freeways Strategy and Outreach Update July 2021

ConnectSF

connectsf.org

ConnectSF@sfgov.org

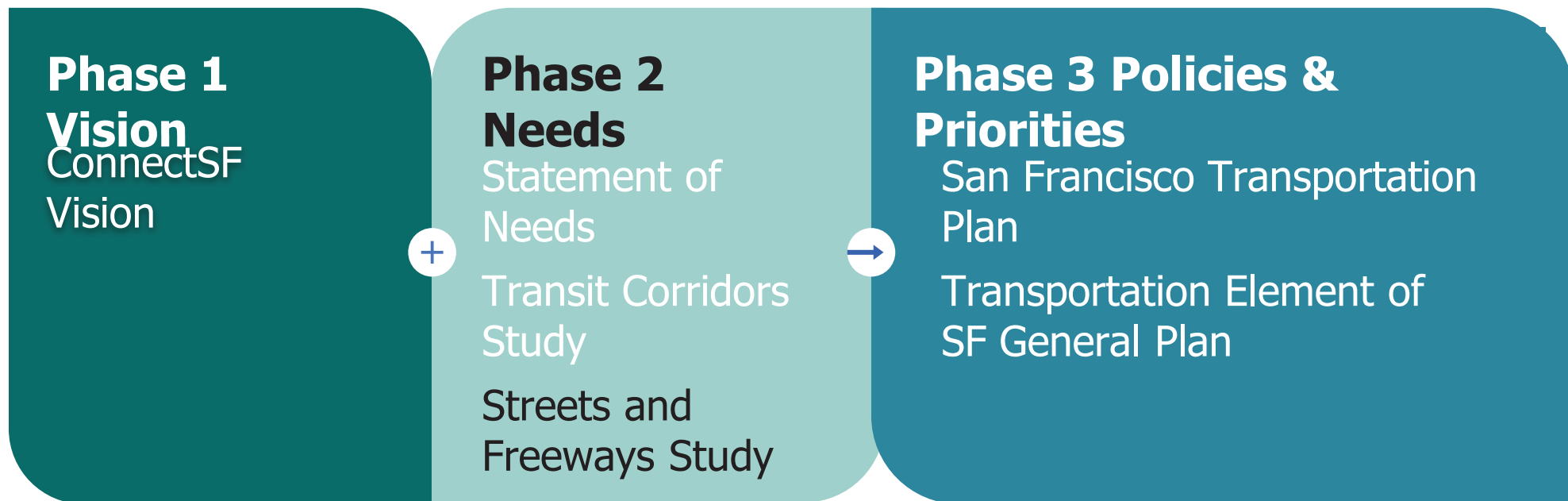
ConnectSF Background

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



ConnectSF

About ConnectSF



Long Range Planning Goals



Equity



**Economic
Vitality**



**Environmental
Sustainability**

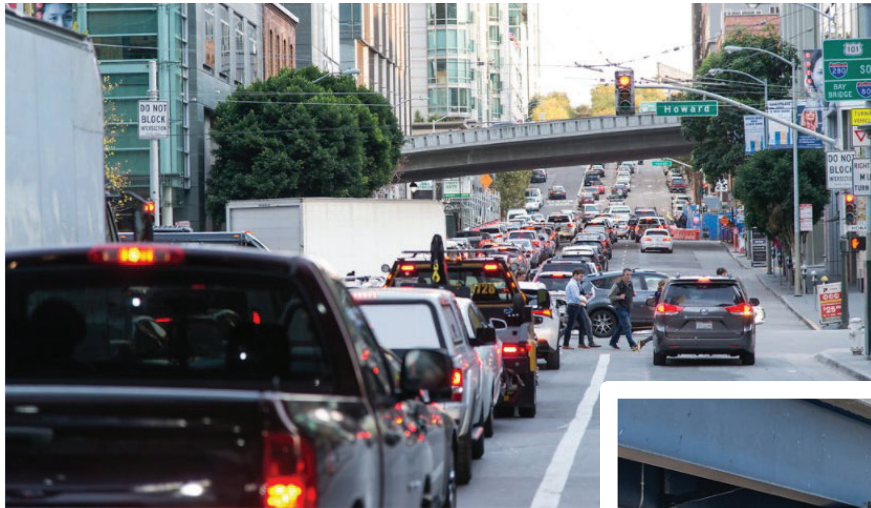


**Safety
and
Livability**

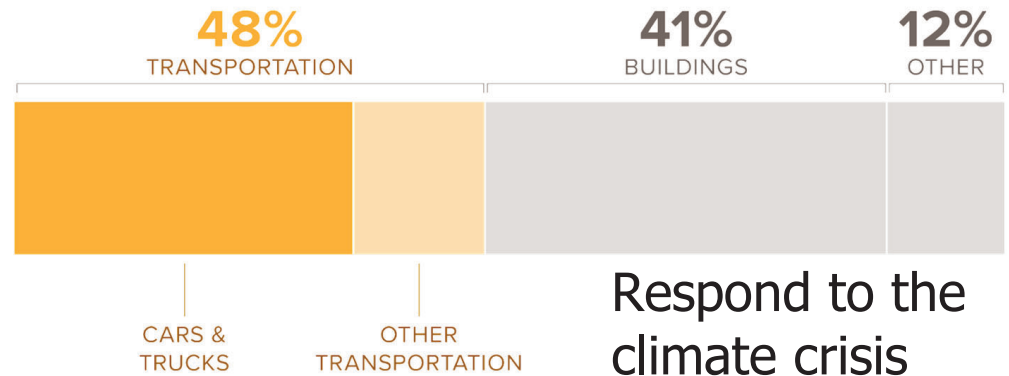


**Accountability
and
Engagement**

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**

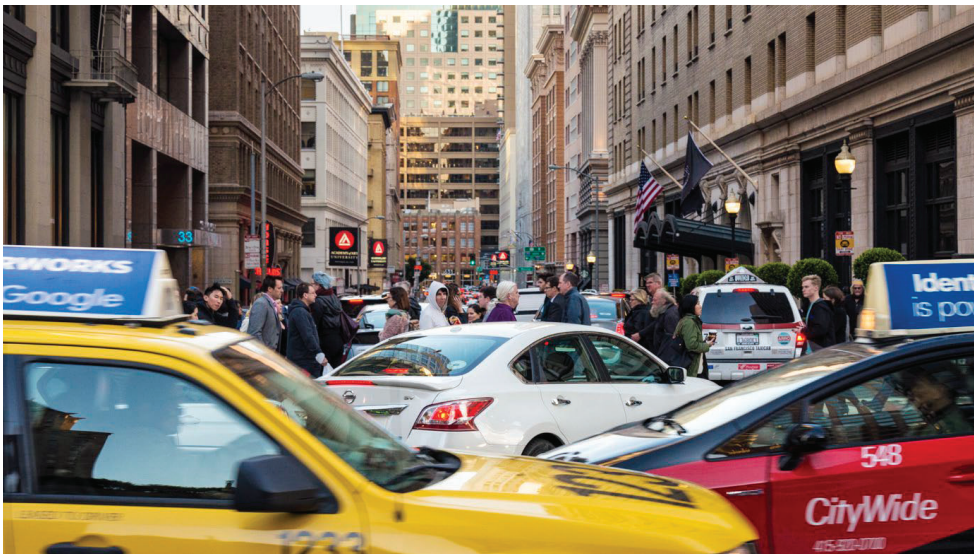
1 Maintain and Reinvest in the Current Transportation System



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



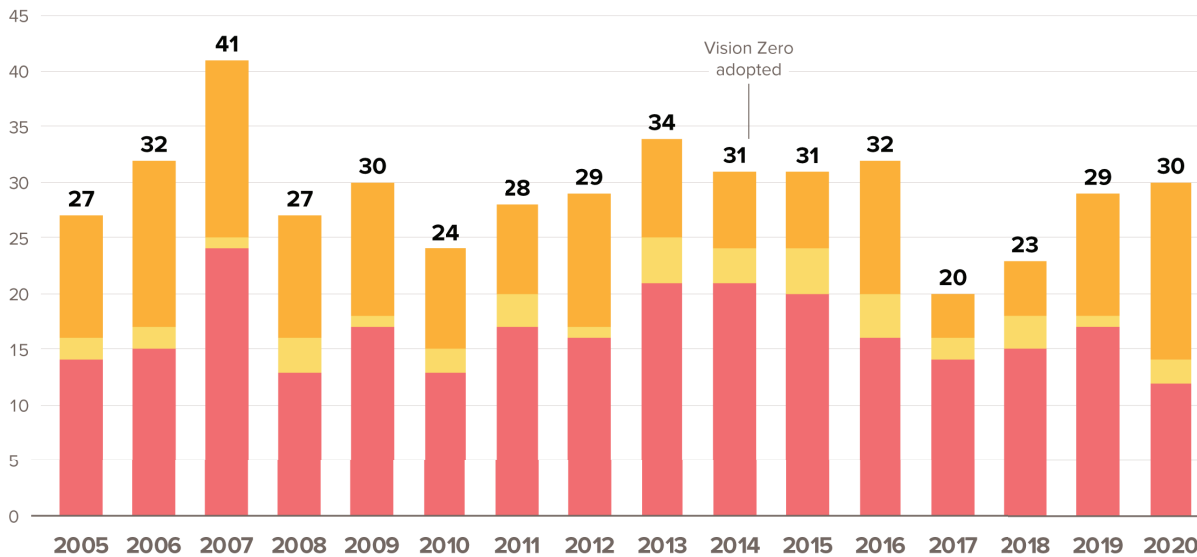
4 Prioritize Safety in all Investments and through Targeted Programs



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



Thank you

ConnectSF

Website:
connectsf.org

Email:
connectsf@sfgov.org

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Memorandum

AGENDA ITEM 9

DATE: July 8, 2021
TO: Transportation Authority Board
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 07/13/21 Board Meeting: Major Capital Project Update: Caltrain Modernization Program

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

CalMod is a \$2.26 billion suite of projects including Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. As of May 31, 2021, the PCEP, comprised of electrification of the Caltrain line between San Jose and San Francisco and the procurement of electric multiple-unit vehicles, has expended 61.6% of its base budget. Both elements are well underway. The first trainset is in Pueblo, Colorado, undergoing a full-blown running test program. In December 2020, the Federal Transit Administration (FTA), with the participation of project and Transportation Authority staff, conducted four risk workshops covering scope, schedule, budget, and risk. The draft FTA risk refresh results indicate a cost increase of \$333 million (\$161 million in identified cost increases and \$172 million in additional project contingency) and a completion date (including a six-month contingency) of the fourth quarter of calendar year 2024, compared to the previously forecasted completion date of December 2022. The Caltrain Board is anticipated to adopt an updated PCEP cost, schedule, and funding plan this fall. This memo provides additional detail on CalMod progress as well as updates on challenges and risks facing the overall program.

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

BACKGROUND

Caltrain Modernization Program (CalMod). CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. CalMod includes the PTC Project,



which was completed on December 17, 2020, and the Peninsula Corridor Electrification Project, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and purchase of electric multiple-unit (EMU) vehicles to operate on the electrified railroad. While the current official revenue service date for PCEP is December 2022, we understand that the Caltrain Board will be asked to re-baseline the project schedule to an anticipated opening in March 2024. (See Cost and Schedule update in Discussion section for more detail.)

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

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

The Funding Partners oversight protocol for CalMod, requires the Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.

DISCUSSION

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

Positive Train Control (PTC). This \$329.3 million project is now complete. PTC is an advanced signal system that will equip the corridor with federally-mandated safety technology. Caltrain received conditional approval of the Positive Train Control Safety Plan (PTCSP) from the Federal Railroad Administration (FRA) on December 17, 2020 and is currently in Extended Revenue Service Demonstration and fully interoperable with all tenants. Caltrain Interoperable Electronic Train Management System is now certified as a mixed PTC system. At its September 2020 meeting, the PCJPB approved a follow-on maintenance agreement with Wabtec Corporation, the project's contractor.



Peninsula Corridor Electrification Project (PCEP). As of May 31, 2021, expenditures on the PCEP reached \$1.219 billion, 61.6 % of the \$1.98 billion base budget. Work is progressing on both the Electrification and the Vehicles components of the project.

Electrification design-build contract. In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure (BBI) in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. Work continues on the Overhead Contact System (OCS) potholing, foundations, poles, and cantilever arm installation. 2,594 out of 3,116 (83%) foundations have been installed as of mid-June and 1,637 of 2,591 (63%) of the poles have been installed. BBI anticipates that Segment 4, the first segment to be completed, will be finished by November 2021.

Work also continues on the Traction Power Substations, Paralleling Stations, and Switchgear installation. The TPS-2 control building arrived in San Jose on June 25. Signals construction also continues. Cutovers 4 and 5 in Segment 4, originally anticipated for June, have been postponed to late July and mid-August 2021 respectively. Partly because of encountering differing site conditions, together with the contractor's own procurement deficiencies, work has experienced production inefficiencies. The Consistent Warning System for the at-grade crossings has proven to be a challenge for the contractor, who is proceeding very slowly with its implementation. Caltrain has determined that the best path forward is to remove the scope from BBI and assign the scope to MRS and Alstom, the subcontractors responsible for the work, and is in the process of pursuing this option.

Tunnels. Work on modifications to the 100-year-old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance was reached in December 2020.

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

Carshell and truck frame production in Switzerland and final assembly in Salt Lake City continues. 82 of 133 carshells (62%) have been shipped and 70 cars are in various stages of assembly. Production continues on Trainsets #3 through #13. Full dynamic testing of Trainset #1 (eight-car set) continues at the Transportation Technology Center in Pueblo, Colorado. The first trainset delivery to Caltrain is now anticipated in November 2021. Routine static and dynamic testing of trainsets #3 and #4 continues. Stadler has experienced difficulties with some of the stateside suppliers and is taking steps to counteract issues with suppliers of ceiling panels, luggage racks, and pantograph frames.

Cost and Schedule. In December 2020, the FTA, with the participation of project and Transportation Authority staff, conducted four risk workshops on the PCEP. The workshops covered scope, schedule, budget, and risk. The resulting data was run through a Montecarlo



Analysis to determine the appropriate level of cost and schedule contingencies needed for the project's successful completion. The results of the analysis were presented to the Caltrain Board on June 3, 2021. The analysis revealed a total additional project budget need of \$333 million. Of this amount, \$161 million has been identified by the project as known and allocated cost, and \$172 million is recommended as reserve for unanticipated risks. The primary reasons for the cost increase are in order: difficulties in implementing the two-speed check solution for the signaling system at crossings, differing site conditions found during foundation installation, and COVID. The recommended project completion date is fourth quarter of calendar year 2024, which includes a six-month contingency. The recommendations are under review by PCEP staff. Caltrain staff anticipates taking new budget, schedule, and funding recommendations to its board in the Fall.

Funding Gap. Caltrain already has received \$52.4 million from the federal American Rescue Plan Act for the PCEP cost increase. Options being pursued to cover the remaining gap (up to \$280.6 million) include:

- **Issuance of tax-exempt bonds:** Caltrain has proposed to issue bonds secured by Measure RR (three-county sales tax measure approved in 2020) to provide the lowest interest cost and greatest structuring flexibility. The bonds are being structured to be payable from the sale of Low Carbon Fuel Standards (LCFS) credits upon electrified revenue service. Caltrain is seeking authorization for up to \$140 million in bonds from the PCJPB member agencies. This approval is anticipated to be before the Board of Supervisors in July.
- **Federal and State funding opportunities:** Caltrain is actively pursuing other grant sources.
- **Four Party Agreement:** A part of the Full Funding Grant Agreement process, the Transportation Authority, San Mateo County Transportation Authority, VTA, and Metropolitan Transportation Commission each committed to helping to seek and secure up to an additional \$50 million, for a collective \$200 million backstop for PCEP in the event of cost over-runs or shortfalls in revenues.

We are interested in working with Caltrain and the funding partners on expanding and implementing the risk mitigation measures contained in the Risk Management Plan for the remainder of the project, in order to seek to reduce the amount of additional funding ultimately required to complete the project. We are also interested in working with all parties to seek additional federal and state funding. We have requested a date for a draft funding strategy from Caltrain that the funding partners can help review and refine and then support Caltrain advocacy to secure those funds.

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



Peninsula Corridor Electrification Project reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Challenges and Opportunities. In addition to needing to secure funds to cover the anticipated increased project cost and contingency, there are some challenges that may impact Caltrain's ability to deliver CalMod even within a new schedule and budget. Although already considered in the proposed new cost and schedule, the primary risk items that we are monitoring include:

- 1) Design and construction of grade crossing modifications (Consistent Warning System) that meets stakeholder and regulatory requirements may cost more than was budgeted and delay the revenue service date.
- 2) The extent of encountering multiple differing site conditions and underground utilities, coupled with delays in resolving them, may result in delays to the completion of the electrification contract and increases in program costs.
- 3) Lack of resolution on the schedule discrepancies with the Electrification contractor, which are currently under mediation, creates uncertainty regarding substantial completion.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None, as this is an information item. This update will be presented to the CAC at its July 28 meeting.

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Memorandum

AGENDA ITEM 10

DATE: July 9, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 07/13/21 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

Led by the San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, underground sewer/water/AWSS utilities upgrades, turn restrictions, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; and traffic signals. SFPW has developed a phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start in 2022. The F Loop is Phase 2. In response to community comments for minimizing construction impact and maintaining service for the F Market, the BMS team is proposing two new alternatives for Phase 1. The first will prioritize surface improvements while the second will include the same scope plus transit and utility upgrades for 800 feet between 8th and 7th streets. Although the two alternatives have different benefits and risks, both will reduce project cost and business impacts for Phase 1. In order not to risk losing the \$15 million Federal BUILD grant, the BMS team will have to decide on an alternative and advertise the project by Summer 2021 to award the contract by November 10, 2021. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board.

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



BACKGROUND

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

To improve safety and transit performance, the City implemented its quick-build program on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. The F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

DISCUSSION

Status and Key Activities. Market Street Traffic Study Update: SFMTA completed a study of the current use of Market Street in the first quarter of 2021 to evaluate Better Market Street traffic and transit usage post Car Free Market Street Quick Build to evaluate effectiveness and to gather data to be used to inform BMS design. They collected traffic counts and modes at three midblock locations between 9th and 8th streets, between 5th and 4th streets, and between 2nd and Sutter streets. The data was collected on February 23, 2021 and include vehicle type in both outbound and inbound directions during morning (7-9 am), midday (11 am - 1 pm), and evening (4-6 pm). The study shows private vehicle volume is down 87%, bike volume is down 69%, commercial vehicle volume is down 30%, taxi volume is down 35% and public transit is down 14%. Total traffic activity is down approximately 70% during morning and evening peaks, and approximately 40% during midday. In comparison, Bay Bridge trips are down by 23% and the estimated vehicle miles traveled in the city is down by 20%. According to the Transportation Authority COVID-era Congestion Tracker, traffic has been slowly returning as people return to in-office work and it is expected to increase more in the fall with return to office workplace and schools.

Renewed Compliance Campaign: SFMTA launched a compliance campaign on March 29, 2021. SFMTA Parking Control Officers and San Francisco Police Department Traffic Company were visible on Market Street 5-6 times a week and have performed more than 1,323 stops



(1,092 warnings and 239 citations) in the month of March and April with most unauthorized drivers being tourists.

Public Outreach: The BMS team presented design changes to the public at virtual open house throughout November 2020, at two virtual meetings on November 4 and November 9, and to the San Francisco Taxi Workers Alliance on December 2. In 2021, the BMS team also presented to the Better Market Street Community Advisory Committee on January 11, February 22, March 22, and April 26. Comments from these meetings and other public outreach reinforced the public's desire for reduced scope to limit construction impacts to businesses and residents who are concerned about economic recovery along the Market Street corridor after the pandemic. Phase 1 construction was anticipated to take up to 4 years and would require the F Market streetcar to be shut down between Union Square and Castro for the duration of the construction. The project team has received concerns from Market Street Railway and the Castro Merchants Association regarding the duration of the F Market shutdown. As a result, the project team has developed two alternatives to reduce construction duration and impact to the F Market.

New Phase 1 Alternatives Under Consideration: As a result of community inputs and the need to reduce construction impact, the BMS team has delayed advertisement of the Phase 1 of the project and developed two new alternatives that take into consideration risks associated with previous scope of work, construction duration, and impact to F Market .

New Alternatives - Alternative 1 - Safety, Accessibility, and Streetscape: The first alternative will focus on Safety, Accessibility, and Streetscape improvements between 5th to 8th streets. This alternative will provide a full traffic signal upgrade to improve safety and assist people who bike, walk, drive, or take transit. The curb lane and intersections will be repaved to provide a smoother ride for cyclists and safer crossing for pedestrians. The project will construct ADA-compliant curb ramps for increased accessibility and new bulb outs at 6th and Hyde streets, and at Market, Mason, and Turk streets to shorten crossing distances. New streetscape improvements include new trees, benches, and bike racks. This alternative does not include underground utility work, F Market track replacement, BART grate replacement, and new transit islands. This scope reduction will enable the project to be constructed with a shorter duration and with less impacts to the F Market streetcars. The project team will keep the F Market streetcars running as much as possible with potential closures for construction at intersections. The tradeoff of this alternative is that it is lower risk, but transit improvements and state of good repair are removed from this phase of the project. This will require the City to come back at a later time to repair existing surface/underground utilities. This means that some of the new surface improvements may need to be replaced again when implementing a future transit improvements/state of good repair contract(s). The preliminary cost estimate for this alternative is \$30 million.

New Alternatives - Alternative 2 - Combination: The second alternative consists of scope from Alternative 1 in addition to transit and utility upgrades between 8th street to the United Nations Plaza from the Phase 1 design. The transit improvements include two new longer boarding islands that are fully accessible. All transit will shift to the center lane in this location which is approximately 800 feet in length. The shift in transit will allow the curb lane to be prioritized for bicyclists, taxis, and delivery vehicles. Speed tables will be installed to control traffic speed in the curb lane. This



alternative will also include new tracks for the F Market, sewer, water, overhead contact system, Auxiliary Water Supply System (AWSS) repair, and traction power. Construction of Alternative 2 will require the shutdown of the F Market from 5th street to Castro in order to complete underground utility work and replace F Market tracks. Alternative 2 carries higher risk on cost, delays, and construction impacts but provides more benefits. Risks include unforeseen conditions with underground utilities and associated delay, and greater impact to businesses and F-Market streetcars. However, the alternative would also provide insights to the project team to inform the planning of future phases of the project.

A key objective of this alternative is the need to conduct further research into existing underground utilities. A recent SFPW project along Drumm Street indicated that despite extensive potholing of existing utilities during design, there are often additional unknown private utilities that may not be on as-built records. Relocating these utilities takes time and the BMS team anticipates that Market Street will have significant underground utilities. SFPUC's strategy to minimize the potential utility conflicts and surface impacts is to maximize the relining of the existing sewers and water pipes where possible, instead of installing new pipes. Alternative 2's limited utility work near the Civic Center BART and MUNI stations will also give the project team more insights into what underground utility work will be like for the rest of the corridor. The preliminary cost estimate for this alternative is \$60 million.

Project Cost and Funding. The partner agencies are still evaluating both alternatives. A more refined cost estimate will be provided when the BMS team completes evaluation of the alternatives. Once the scope of work for Phase 1 is determined, the project team will develop an implementation plan and estimate for the full corridor. We anticipate a significant funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.

Attachment 1 shows the current funding plan for Phase 1 of the BMS Project. The BMS project has secured about \$204 million in funding from the federal BUILD grant program, OBAG Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Based on the preliminary cost estimate for the new alternatives scope, the funding plan would fully fund both alternatives.

The Federal BUILD grant requires award of the Phase 1 contract by November 10, 2021, or risk losing the grant for \$15 million. In order not to lose the award, the BMS will have to decide on an alternative and advertise the project by Summer 2021. Finalizing the design of either alternative will require minor modifications; therefore, a decision is needed as soon as possible to meet the deadline.

Current Issues and Risks. As the City reopens, the project team is sensitive to the needs of the businesses and the community as they start to recover from the COVID-19 pandemic. As noted above, concerns about keeping the F Market operating and unknown underground utility work have led the project team to reevaluate the project. Alternative 1 with no underground utility work will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements will require the City to repair or replace those utilities at a later date in the same area. Alternative 2 has higher risks and requires a longer shutdown of the F Market streetcars but provides more benefits for the 800 feet between 7th and 8th streets.



The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The underground private utilities are often poorly documented and potholing during design is not enough to determine the locations of all utilities. The center sewer line from the late 1880's will be relined, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, and the joints in the existing pipes are made of lead and will fail in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Just between 5th and 8th streets alone will require replacing 3,800 linear feet of water main. In addition, the construction team may also have to install a temporary top line for the 8-inch water main to supply water during construction.

One key funding risk is meeting the BUILD grant deadline to award, so the project does not lose \$15 million in funding. Another risk is securing funding for the full corridor of Better Market Street.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Better Market Street Project Funding Plan

BETTER MARKET STREET FUNDING PLAN

(Updated July 8, 2021)

ALL DOLLARS IN THOUSANDS

ENVIRONMENTAL AND PHASE 1 FUNDING

Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1 ¹	Redesign Ph. 1 ²	Construction Ph. 1 ³	Future Phases	Total by Fund Source
General Fund	Allocated	5,161					5,161
Octavia Land Sales	Allocated	3,050					3,050
Market Octavia Impact Fees	Allocated	1,500					1,500
Transit Center Impact Fees	Allocated					2,000	2,000
Prop A GO Bond	Allocated	12,960	7,642	7,000			27,602
SFMTA Transit Funds	Allocated		1,355				1,355
Prop K Sales Tax (EP 22U)	Allocated		2,230				2,230
One Bay Area Grant (OBAG)	Allocated				3,366		3,366
BUILD (federal)	Allocated				15,000		15,000
Repurposed Federal Earmark	Programmed				71		71
Prop K sales tax (EP 22 & 44)	Programmed				11,634		11,634
Prop A GO Bond	Programmed				41,810	56,858	98,668
Affordable Housing and Sustainable Communities (AHSC)	Programmed				2,700		2,700
BART (8th/Grove/Hyde/Market)	Programmed		225		3,020		3,245
FY22 Certificates of Participation	Programmed				3,000		3,000
PUC Sewer and Water Funds	Programmed		2,100				2,100
PUC Sewer and Water Funds	Programmed				22,194		22,194
Total Identified Funding		22,671	13,552	7,000	102,795	58,858	204,876
Phase 1 Funding							146,018
Phase 1 Design + Redesign + Construction Cost							146,018

¹ Phase 1A design cost included sidewalk level bikeway² Phase 1 redesign cost includes shared curb lane³ Cost of Phase 1 (Market Street from 5th Street to 8th Street) does not include the segment of Market St between McAllister and Charles J. Brenham. This segment will be constructed with Phase 2 (F-Loop).**OTHER POTENTIAL FUNDING SOURCES**

Funding Source	Funding Requested
Federal FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal FTA 5337 Fixed Guideway	
Federal BUILD	
Federal OBAG 3 (FYs 2022/23-2026/27)	
State Senate Bill (SB) 1, Cap & Trade (ATP, LPP)	
Regional Regional Measure 3 (bridge tolls): Phase 1	4,872
Regional Regional Measure 3 (bridge tolls)	20,128
Local SFMTA Prop B General Fund set-aside	
Local New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local Prop K current/reauthorization	
Local Transit Center Impact Fees	