



AGENDA

Community Advisory Committee Meeting Notice

Date: Wednesday, December 1, 2021; 6:00 p.m.

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

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2497 572 2866 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

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

Remote Access to Information and Participation:

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

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

1. Call to Order
2. Chair's Report - **INFORMATION**
3. Nominations for 2022 Community Advisory Committee Chair and Vice Chair - **ACTION**

At the December 1 Community Advisory Committee (CAC) meeting, nominations will be made for the CAC Chairperson and Vice-Chairperson for 2022. Per the CAC's By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (i.e. December 1, 2021) to be eligible for election at the first CAC meeting of the following year (i.e. January 26, 2022). A nomination must be accepted by the candidate. Self-nominations



are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet. The due date is January 19, 2022. The Chairperson and Vice-Chairperson shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

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Consent Agenda

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| 4. | Approve the Minutes of the October 27, 2021 Meeting - ACTION* | 5 |
| 5. | Approve the 2022 Community Advisory Committee Meeting Schedule - ACTION* | 17 |
| | <p>Per Article IV, Section I of the CAC's By-Laws, the regular meetings of the CAC are held on the fourth Wednesday of the month at 6:00 p.m. at the Transportation Authority's offices. Special meetings are held as needed (e.g. due to holidays or other time constraints). The draft 2021 Transportation Authority meeting schedule is attached, with proposed CAC meeting dates for approval and Board and Committee meeting dates included for reference. The December 1, 2021 CAC meeting will be virtual.</p> | |
| 6. | Community Advisory Committee Vacancy - INFORMATION | |
| | <p>The Board will consider recommending appointment of one member to the Community Advisory Committee (CAC) at a future meeting. The vacancy is the result of the term expiration of Danielle Thoe (District 6 representative). Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.</p> | |

End of Consent Agenda

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| 7. | Major Capital Project: Better Market Street - INFORMATION* | 19 |
| 8. | Adopt a Motion of Support to Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - ACTION* | 25 |
| | <p>Projects: BART: Accessibility Improvement Program: Public Address System (\$950,000). SFMTA: Western Addition Area - Traffic Signal Upgrades - Phase 1 (\$1,195,895), FY22 Vision Zero Quick-Build Program Implementation (\$2,821,000 in Prop K funds, \$3,000,000 in TNC Tax funds), Page Slow Street (\$325,000). SFPW: Junipero Serra Blvd Pavement Renovation (\$4,397,129), Curb Ramps (\$978,252), Mansell Street Curb Ramps - Additional Locations (\$548,763), DTX Rail Program Oversight and Technical Support for FTA Project Development (\$3,500,000).</p> | |
| 9. | Adopt a Motion of Support to Approve the 2021 San Francisco Congestion Management Program - ACTION* | 35 |
| 10. | ConnectSF and the San Francisco Transportation Plan Update - INFORMATION* | 57 |
| 11. | Update on Schedule and Outreach Efforts for Development of a New Expenditure Plan for the Half-Cent Sales Tax - INFORMATION * | 79 |
| 12. | State and Federal Legislation Update - INFORMATION * | 89 |

Other Items

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| 13. | Introduction of New Business - INFORMATION | |
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Community Advisory Committee Meeting Agenda

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

14. Public Comment

15. Adjournment

***Additional Materials**

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

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

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

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San Francisco
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DRAFT MINUTES

Community Advisory Committee

Wednesday, October 27, 2021

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:05 p.m.

Present at Roll: Nancy Buffum, Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, Danielle Thoe (8)

Absent at Roll: Rosa Chen, Kevin Ortiz, and Sophia Tupuola (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 October 26 Transportation Authority Board meeting. He reported that September marked the end of the State legislation session, and October 10 was the last day for the Governor to sign or veto bills. He said he was excited to note that Assembly Bill 43 (Friedman) became law and that the bill provided more flexibility to local jurisdictions to lower speed limits under certain conditions in which was of high interest to CAC members. He noted that under Item 8 on the agenda, was the State legislative recap from staff, and he was looking forward to hearing an update on what is happening at the federal level.

With regard to the sales tax reauthorization, he reported that since their last meeting, the Expenditure Plan Advisory Committee (EPAC) had met twice. He shared that the project sponsor agencies had the opportunity to make the case for funding for maintenance, rehabilitation and replacement on our streets and transit systems, as well as for safe and complete streets projects and freeway safety and operations improvements. He added that they would continue discussing the proposed Expenditure Plan programs at their meeting on October 28 and are targeting approval of a new Expenditure Plan at their December 9 meeting.

Additionally, Chair Larson shared that the aforementioned Executive Director's Report had more information on outreach that was underway. He encouraged CAC members and others listening to take the online survey available on the Transportation Authority's website at sfcta.org/expenditureplan, along with the link to join the virtual EPAC meeting. He shared that staff would agendize an item on the New Expenditure Plan at the December 1 CAC meeting and noted that it would be a combined November/December meeting. He thanked Rosa Chen, who was not in attendance, for representing the CAC at the EPAC.



Chair Larson also reported that member Danielle Thoe's term was expiring at the end of the month, and it would be her last meeting. He spoke on behalf of the CAC stating that though her tenure had been relatively short, they would surely miss her many articulate and thoughtful comments. He asked her to stay in touch or call in and make public comment and invited the Transportation Authority staff to say a few remarks.

Maria Lombardo, Chief Deputy Director presented Danielle Thoe with a certificate of recognition and thanked her for her service on the CAC and her many contributions. Members David Klein and Jerry Levine also shared their kind remarks towards Ms. Thoe's departure.

Danielle Thoe thanked everyone for their kind words and said she would look to join the CAC again in the future and will keep an eye open for future vacancies. She added that the CAC is a unique committee where the public can comment and have impact on what is getting funded in terms of the city's transportation infrastructure, and she has enjoyed her time as well as Chair Larson's leadership.

Chair Larson thanked Ms. Thoe and said she has been a great addition with very insightful comments and encouraged her and future members who depart the committee to call into the meetings.

Lastly, Chair Larson shared news of Becky Hogue's passing earlier in the month. He shared that Becky was highly involved in her community, especially Treasure Island, where she lived for many years. He said she served as the District 6 representative on this CAC as well as a resident representative to the Treasure Island Development Authority's Community Advisory Board and former Chair of the city's Pedestrian Safety Advisory Committee. He said that Becky would be fondly remembered for her legacy of community service, and he planned to adjourn the meeting in Becky's memory.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the September 22, 2021 Meeting - ACTION**
- 4. Community Advisory Committee Vacancy - INFORMATION**

There was no public comment.

Robert Gower motioned 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, Tannen and Thoe
(8)

Absent: Chen, Ortiz, Tupuola (3)

End of Consent Agenda



5. Adopt a Motion of Support to Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - ACTION

Eric Reeves, Senior Program Analyst, Policy and Programming presented the item per the staff memorandum.

Chair Larson asked if there was anything about the application process which drives sponsors to be overly optimistic about when their projects will start or request reimbursement.

Anna LaForte, Deputy Director for Policy and Programming responded that a goal of the Strategic Plan is to make funds available to projects when the sponsors anticipate that they will be able to advance, but inevitably they are not all able to do so when originally anticipated. She added that the Transportation Authority reviews applications thoroughly for reasonableness with regards to many items, including project delivery schedule. She continued saying that the Strategic Plan is the first cut of how much debt would be needed given what sponsors are indicating they can deliver projects. Ms. LaForte said nothing would suggest that it is related to the process of requesting programming or reimbursement for project costs.

Ms. Thoe asked about major capital project delivery and whether there are patterns to project delivery delays and/or any conversations to help improve on project delivery issues.

Ms. LaForte responded that they are conducting an analysis on major capital delivery project delivery to understand lessons learned, moreover, different programs have different project delivery track records. She said quick-build projects have been completed in short order, while some signals projects, for example, have taken longer periods of time, and there have been staffing issues, some of which are related to COVID-19.

Jerry Levine asked about whether making funds available to projects when they think they will need it increases costs to the program.

Mr. Reeves responded that the sales tax program is reimbursement based and the act of programming funds to projects doesn't increase the cost of financing associated with running the program, it just provides certainty to the sponsor that the funds are there if needed. The sponsor still needs to come in for an allocation of funds when the project is ready to proceed.

During public comment, Roland Lebrun asked where the Geneva-Harney Extension project went and whether the Candlestick Active Mobility & Transit Crossing was what he was looking for. He said that Caltrain is not looking to relocate the Bayshore Station and neither is the San Francisco Planning Department as part of the Southeast Rail Study.

Ms. LaForte responded that the Candlestick Active Mobility & Transit Crossing is the eastern portion of the Geneva-Harney Bus Rapid Transit (BRT) project.

Jerry Levine motioned to approve the item, seconded by Danielle Thoe.



The motion was approved by the following vote:

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

Absent: Chen, Ortiz, Tupuola (3)

6. Adopt a Motion of Support to Allocate \$4,935,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$320,000 in Prop K funds for Five Requests - ACTION

Anna LaForte, Deputy Director for Policy and Programming presented four requests and Camille Guiriba, Senior Planner Transportation Planner, presented the request regarding the Ocean Avenue Mobility Action Plan.

Ms. Thoe said she was excited about the Geneva plan, and a comprehensive safe streets project getting funded. With regards to the proposed hearing loops at the BART/Muni Powell Street Station, she asked if it could be used by both BART and Muni station agents.

Isaac Lim with SFMTA replied that it is only for BART station agents.

Ms. Thoe asked why BART and Muni were not coordinating to put hearing loops in both BART and Muni station agent booths to assist hearing impaired passengers. She asked if there was a way that the request could be amended to include Muni in the project as well.

Mr. Lim responded that they would have to discuss it with SFMTA to see if funds were available.

Chair Larson thanked Ms. Thoe for the comments and said that this was a source of frustration for residents that the stations are shared spaces and yet there is often a lack of collaboration between the two agencies. He inquired if there was a part of the planning process where one of the agencies reaches out to the other early on to coordinate. He added that it seemed like a missed opportunity for stations that are shared, especially in the downtown area.

Ms. Thoe noted that she would not support the funding for the project as is and proposed it be amended. She asked what would happen if the CAC took such an action.

Ms. Lombardo said that staff would follow up with BART and SFMTA to address the CAC's request. She said that unless conversations with BART revealed some sort of critical issue with a delay, staff would not advance the request to the Board for approval before exploring the CAC's request.

Ms. LaForte noted that the project is ready to advertise, so adding scope and or making changes would likely impact the schedule.

Rob Jaques, BART, replied that with regard to the possible delay, they would have to get back to staff about the implications of not advancing the request right away. He shared that when projects occur within the joint use stations, BART and Muni have ongoing planning and coordination meetings as part of



their joint maintenance agreement to manage those stations. With that, he said there is a shared responsibility between BART and Muni in implementing projects in the shared use space. However, he said within their dedicated paid areas in the stations, each operator is responsible for improvements and changes to infrastructure within those bounds. He said they can go back to Muni to discuss the project if that is the recommendation from the CAC, but they can't commit to a specific outcome, but can investigate it.

With regard to Ms. Thoe's suggestion, Mr. Klein shared his support towards the idea of doing something more thorough and comprehensive at the behest of losing time.

With respect to the Ocean Avenue Mobility Plan, Mr. Gower asked if it was known which improvements were going to be studied. He said he understands it's a long corridor, but would like to know what are the areas of focus.

Ms. Guiriba replied that a lot of the areas of focus are more on the eastern section of the corridor which are closer to the Balboa Park Station and City College. She said that one of the existing projects that they know of is rethinking the Frida Kahlo, Ocean Avenue and Geneva intersection, and it has been identified as a quick-build project and is one of the projects they are considering as part of the action plan. She said there have also been proposals for improving transit operations along that corridor. Ms. Guiriba said one of their initial tasks of the study is to do a full inventory of all the past projects to understand the status of the projects identified in previous plans, whether they have been implemented, and if not, how they can advance them forward if they become a priority as part of the action plan.

With respect to the BART and Muni coordination, Mr. Gower said he also would like to see more coordination amongst the agencies, however he noted that there is a community of ADA riders who have a need, so he was unsure about pushing the project further out. He said he would like a better understanding of what the delay would look like.

Chair Larson agreed stating that they don't want to delay for efficiency's sake if it's going to be detrimental to those who need it. He turned to Ms. LaForte for guidance on how they should proceed with the item.

Ms. LaForte stated that it would not come back to the CAC until [December 1] because of the holiday schedule. She said they can definitely communicate with BART and Muni before the upcoming Transportation Authority Board meeting to understand what the implications would be if the project were delayed, and to understand what would be required in order to coordinate and install hearing loops at Muni station agent booths as well.

Chair Larson asked if they could pass a motion that stipulated if there was a significant delay on the project, they would not seek further coordination between the agencies. He said going forward BART and Muni should coordinate before advancing joint station requests.



Ms. Lombardo confirmed that the CAC could make such a motion.

Peter Tannen expressed support for Mr. Gower's comments about the hearing loop project.

Chair Larson severed the BART Accessibility Hearing Program request from the other requests and called for public comment on it.

There was no public comment

Danielle Thoe motioned to amend the item asking BART and Muni to work together to see if the hearing loops can be installed at the Muni Station agent booth at Powell Station as part of the BART project before returning to the CAC for approval; however, if the requested coordination creates a significant delay to the project, it should advance to the November Board meetings. The motion was seconded by Stephanie Liu.

The motion was approved by the following vote:

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

Absent: Chen, Ortiz, Tupuola (3)

Chair Larson took public comment for the remaining requests.

There was no public comment.

Robert Gower motioned to approve the three requests, seconded by David Klein.

The motion was approved by the following vote:

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

Absent: Chen, Ortiz, Tupuola (3)

7. Adopt a Motion of Support to Amend the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds - ACTION

Dan Tischler, Principal Planner for Technology, Data, and Analysis, and Liz Brisson, Major Corridors Planning Manager for SFMTA, presented the item.

Mr. Klein commended SFMTA for the agency's efforts to deliver Geary BRT under budget and on time and asked a clarifying question about the extent of the corridor. Ms. Brisson clarified that bus lanes would still continue to 34th Avenue and that the proposed change affects the segment of the corridor between Arguello and 28th Avenue that was originally planned for center running bus lanes. She said the segment from 28th to 34th avenue was and still is planned for side-running bus lanes.

Mr. Klein asked what the basis was for the 20% travel time improvement figure cited in Ms. Brisson's presentation.



Ms. Brisson explained that the 20% improvement in travel time is based on the segment of Geary BRT Phase 1 where SFMTA implemented quick-build improvements between Arguello and Gough. She said it was on the order of several minutes of travel time savings during peak periods. She said that SFMTA did a low level of effort analysis after quick build, and now that Phase 1 was fully complete SFMTA would do a full evaluation. She said the timing was tricky because of the pandemic, but SFMTA expects to do this in mid-2022. She said that there were slides that had been presented to the Geary CAC with additional details on the evaluation that she could provide. She said there was also a full report on the temporary emergency transit lanes that had been implemented on Geary in 2020 available at www.sfmta.com/templanes38.

Mr. Klein asked if those resources would explain why SFMTA decided to move forward with the side running design.

Ms. Brisson replied that the memo for the item and the SFMTA website include several points about why SFMTA is recommending this change. Ms. Brisson said she had additional slides she could present to explain the rationale for the change from center-running to side-running bus lanes.

Chair Larson asked Ms. Brisson to present the additional information after CAC questions.

Ms. Thoe expressed support for the design change from center to side-running bus lanes. She said she was never fully sold on the center-running bus lanes. She said she has used the bus bulbs implemented in Geary BRT Phase 1 and has seen how they work by not requiring buses to pull in and out of traffic at bus stops. She also said she wants to make sure that SFMTA buses on Geary can take advantage of AB 917 to ticket drivers violating the bus lane.

Ms. Brisson responded by saying that SFMTA is already taking advantage of new legislation to issue tickets to drivers blocking bus lanes.

In response to Mr. Klein's earlier questions about the rationale for the side-running design, Ms. Brisson said that side-running bus lanes allow the use of quick-build construction techniques to get benefits on the ground quickly. She said that with center-running bus lanes SFMTA would need to do all of the capital work first and that side running bus lanes require substantially less construction disruption. She said that a side-running alternative only requires heavy capital construction at bus stops and pedestrian bulbs, whereas with center running, SFMTA would need to build new curbs everywhere in the corridor. She said SFMTA also appreciated that side-running bus lanes preserve the most operational flexibility, as the center-running bus lane design did not have passing lanes. She said that center running bus lanes would be slightly faster because they are more fully protected, but side-running bus lanes have fewer stops for rapid buses. She said the center-running bus lane project would have removed more trees and SFMTA understood it was important to Richmond residents to preserve trees.

Chair Larson said that historically, the Geary BRT project was supposed to be



“light-rail ready”. He also asked whether the change from center-running to side-running indicated that stakeholders along the corridor have said that side-running was alright. He said he felt it was important to bring up the long-held dream of restoring rail to the Geary corridor.

Ms. Brisson said that people had been asking for decades about the status of rail on the Geary corridor, since it was identified during planning for the BART system, and that now a Geary/19th Avenue Street subway has been identified as a top priority through the ConnectSF planning process. Ms. Brisson also responded by saying that the city is moving forward on scoping early planning work for Geary rail, which would be paired with the Link21 plan and would likely be BART or a standard gauge subway, that would not work with surface light rail and that it would likely turn south at some point rather than following the whole corridor.

Chair Larson said that he would like the CAC to receive an update on rail corridor planning in the future. He said that a Geary subway line would obviate the battle over surface rail and trying to bring back the old surface streetcar line. He asked what happens to buses west of 34th Avenue.

Ms. Brisson responded that the transit lanes would end at 34th Avenue, but Geary buses would continue serving areas west of 34th Avenue up to their current termini.

During public comment, Roland Lebrun discussed the relationship between high speed rail, a second transbay rail crossing, and a westside subway along Geary Boulevard. He suggested that a second Transbay rail crossing would likely be a standard gauge rail crossing and was skeptical that this would help BART extend service along the Geary corridor.

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

The motion was approved by the following vote:

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

Absent: Chen, Ortiz, Tupuola (3)

8. State and Federal Legislation Update - INFORMATION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Mr. Klein asked what implementing Assembly Bill 43 required regarding speed limit enforcement, such as whether it would result in more cameras or police officers.

Ms. Crabbe replied that she would follow up with SFMTA to see what enforcement activities were planned for speed limit reductions authorized by the bill. She said that the bill did not mandate the type of enforcement, it only authorized the reduction of speed limits. She noted that the method of



enforcing speed limit reductions would be up to the individual jurisdiction.

Mr. Klein said that camera enforcement wasn't biased, but that there were inherent racial biases in police enforcement, in particular in the Tenderloin neighborhood. He stated that lowering speed limits had the potential to expand that bias by increasing the amount of traffic stops, especially during the period when drivers were still adjusting to speed limit changes. He noted that the bill could create a tradeoff between lives saved and lives incarcerated. He added that he wanted to better understand what communities any increased enforcement as a result of the bill could harm and which it could help.

There was no public comment.

9. Progress Update on the Caltrain 22nd Street Station Americans with Disabilities Act (ADA) Access Improvements Feasibility Study and the San Francisco Planning Department Southeast Rail Station Study - INFORMATION*

Jesse Koehler, Rail Program Manager, Nicholas Atchison, Planning Analyst for Caltrain, and Anna Harvey, Rail Program Manager for the San Francisco Planning Department, presented the item.

Robert Gower asked for additional information regarding engagement with the community regarding the virtual public outreach meetings, including efforts to connect with those without access to technology.

Ms. Harvey described the Planning Department's approach, including the provision of a telephone option for accessing meetings, as well as development of a script that is accessible for attendees without a computer. She added that outreach to community-based organizations (CBOs) was undertaken and that door hangers were dropped in the vicinity of the station sites. Ms. Harvey said that for the upcoming outreach series, the team was exploring the option to provide feedback cards to CBOs.

Chair Larson asked how many total stations within the study area could be ultimately selected.

Ms. Harvey said that the study is looking at the development of two stations - one at or near the existing 22nd Street Station and one to restore regional rail access to the Bayview.

Mr. Koehler added that the study will recommend that planning and design for a new station in the Bayview should proceed in the near-term, independent of the timeline for the Pennsylvania Avenue Extension (PAX) project.

During public comment, Roland Lebrun reinforced the need to address issues at 22nd Street Station and to restore service to the Bayview. Mr. Lebrun said that low ridership at the Paul Avenue Station was due to the minimal level of service that was provided to the station. He noted that the Bayshore station was not being studied. Mr. Lebrun said that Oakdale was impacted the Quint



Street closure. He said that the PAX tunnel could begin in the vicinity of Cesar Chavez. Mr. Lebrun said that there was also a potential station location on Seventh Street between 16th Street and Townsend Street. He noted that there are several related projects including the Link21 new Transbay rail crossing, the Downtown Rail Extension and the PAX. Mr. Lebrun said that all of these projects should be put together and move together in a cohesive fashion.

10. 101 Mobility Action Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Larson thanked the Transportation Authority for the presentation and appreciated the coordinated effort in the region.

During public comment, Edward Mason noted that there should be a pollution counter by people who travel by car on the route, similar to how we count bicyclists. He continued with notes on the 101 MAP report noting that it states there are 200 private shuttles which Santa Clara Valley Transportation Authority (VTA) has to get from video counts because private companies were not willing to share information; SamTrans ridership noted in the report may only account for a couple of lines, which may include the 398 route which is expected to be removed; adding HOV lanes promotes driving; VTA discontinued express bus service because of costs and offered employers to sponsor them and VTA is now using those buses to increase service; and in the South Bay people have to walk far to the bus which will make it hard to achieve goals and is leading companies to have to do major development.

Other Items

11. Introduction of New Business - INFORMATION

Robert Gower requested an update on the Van Ness BRT, and said it's been a while since they've had an in person update and would love to hear the progress.

Chair Larson noted that the Van Ness BRT was presented at the last CAC meeting.

Maria Lombardo, Chief Deputy Director said per CAC direction they would be bringing asking the project team to provide a more detailed report, particularly with regard to business impacts in particular.

Mr. Levine said he would appreciate seeing a comprehensive overview on the business impacts of the Van Ness BART project.

Chair Larson assured Mr. Levine that it would be presented as it was one of the requests the CAC made.

There was no public comment.



12. Public Comment

During public comment, Edward Mason provided an update on the private commuter buses in Noe Valley. He said they are moving up from 20 buses an hour between the hours of 7:30 am and 8:30 am. He said the private commuter buses are running empty with 1-2 passengers, which is a wasted resource.

Roland Lebrun thanked the Transportation Authority staff for providing the closed captioning and asked if the transcript could be available for future viewing. With regard to the Caltrain presentation, he said he appreciated the stakeholder engagement and said he wished they had the same engagement designing Caltrain connections to BART in Santa Clara county. He also suggested that the Transportation Authority used the same meeting platform the Planning Department uses for their meetings so that members of public could see and listen to the meeting in real time. Lastly, with regard to the noise and pollution of private commuter buses, he said that it can be addressed by incentivizing the companies to electrify their fleet.

13. Adjournment

The meeting was adjourned in honor of Becky Hogue at 8:24 p.m.

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DRAFT 2022 Regular Transportation Authority Meeting Schedule

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

January

Board	Tuesday	Jan. 11	10:00 a.m.
Board	Tuesday	Jan. 25	10:00 a.m.
Community Advisory Committee	Wednesday	Jan. 26	6:00 p.m.

February

Board	Tuesday	Feb. 8	10:00 a.m.
Board	Tuesday	Feb. 15	10:00 a.m.
Community Advisory Committee	Wednesday	Feb. 23	6:00 p.m.

March

Board	Tuesday	Mar. 8	10:00 a.m.
Board	Tuesday	Mar. 22	10:00 a.m.
Community Advisory Committee	Wednesday	Mar. 23	6:00 p.m.

Board of Supervisors Recess TBD – No Meetings

April

Board	Tuesday	Apr. 12	10:00 a.m.
Board	Tuesday	Apr. 26	10:00 a.m.
Community Advisory Committee	Wednesday	Apr. 27	6:00 p.m.

May

Board	Tuesday	May 10	10:00 a.m.
Board	Tuesday	May 24	10:00 a.m.
Community Advisory Committee	Wednesday	May 25	6:00 p.m.

June

Board	Tuesday	Jun. 7	10:00 a.m.
Board	Tuesday	Jun. 21	10:00 a.m.
Community Advisory Committee	Wednesday	Jun. 22	6:00 p.m.

July

Board	Tuesday	Jul. 12	10:00 a.m.
Board	Tuesday	Jul. 26	10:00 a.m.
Community Advisory Committee	Wednesday	Jul. 27	6:00 p.m.

August

Board of Supervisors Recess TBD – No Meetings

September

Community Advisory Committee	Wednesday	Sep. 7	6:00 p.m.
Board	Tuesday	Sep. 13	10:00 a.m.
Board	Tuesday	Sep. 27	10:00 a.m.
Community Advisory Committee	Wednesday	Sep. 28	6:00 p.m.



DRAFT 2022 Regular Transportation Authority Meeting Schedule

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

October

Board	Tuesday	Oct. 18	10:00 a.m.
Board	Tuesday	Oct. 25	10:00 a.m.
Community Advisory Committee	Wednesday	Oct. 26	6:00 p.m.

November

Board	Tuesday	Nov. 8	10:00 a.m.
Board	Tuesday	Nov. 15	10:00 a.m.

December

Community Advisory Committee	Wednesday	Nov. 30	6:00 p.m.
Board	Tuesday	Dec. 6	10:00 a.m.
Board	Tuesday	Dec. 13	10:00 a.m.

Board of Supervisors Recess TBD – No Meetings

Transportation Authority General Schedule

Community Advisory Committee

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

Personnel Committee

Meets at the call of the Chair in City Hall

Transportation Authority Board

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

Treasure Island Mobility Management Agency (TIMMA) General Schedule

TIMMA Committee

Meets on a quarterly basis in City Hall

TIMMA Board

Meets on a quarterly basis in City Hall



Memorandum

AGENDA ITEM 7

DATE: November 23, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 12/07/21 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

Led by 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 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. A new Muni streetcar track loop circling the block between 7th Street and McAllister Street is Phase 2. The project team developed multiple alternative design proposals and, in response to community-identified priorities of minimizing construction impact and maintaining service for the F Market streetcar, the BMS team selected Alternative 1 which prioritizes safety and streetscape improvements, while minimizing underground work, which will also reduce project cost and business impacts for Phase 1. The BMS team completed advertised the project on October 13, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. 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 a quick-build project 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-Line Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

DISCUSSION

Status and Key Activities. Phase 1 Alternative Selection: Under an earlier design proposal, 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 received concerns from Market Street Railway and the Castro Merchants Association regarding the duration of the F Market shutdown. As a result of community inputs and the need to reduce construction impact, the BMS team 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. The project team presented these alternatives to the Transportation Authority Board at the July 13, 2021 meeting.



After careful consideration the Department Directors selected Alternative 1 which focuses on safety, accessibility, and streetscape improvements between 5th and 8th streets. This alternative will provide a full traffic signal upgrade at 4 intersections 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 increase 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 major underground utility work such as replacing the main sewer and water line, F Market track replacement, BART grate replacement, and new transit islands. The alternative does include minor sewer work for side street catch basins and for drainage along Market Street where there is existing ponding or at the new bulb-outs. This reduction in underground utilities will enable the project to be constructed in a shorter duration with less impacts to the F Market streetcars.

The BMS team completed final design of Phase 1 on October 8, 2021 and advertised the construction contract on October 13, 2021. The bids are due on December 1, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. Notice to Proceed is scheduled for February 15, 2022 and Substantial Completion is expected by October 2023. The main construction items are roadway, landscape, traffic signal, structural related work for traffic signal and overhead contact system pole foundations, and traffic routing.

The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The team will also keep the F Market streetcars running except for three 2-week closures for construction at intersections. Bicycles will also be accommodated on Market Street during the peak hour for the peak direction, e.g. until 9:30 AM eastbound, and after 4:30 PM westbound.

Muni Center Lane: SFMTA recently installed "MUNI ONLY" center lanes between 3rd and Main streets. Taxis are permitted to use the red "MUNI TAXI ONLY" center lanes on Market Street between 3rd and 12th streets. SFMTA is also conducting outreach to taxi drivers who operate on Market Street to get their feedback. The speed limit has also been reduced to 20 mph along the corridor which will improve pedestrian safety.

Project Cost and Funding. The construction contract is estimated to be \$30,000,000 which includes almost \$5,000,000 for traffic routing along Market Street, \$500,000 for construction mitigation for local businesses, and utility investigation cost of approximately \$100,000. The project budget includes a 10% contingency and soft costs for a total budget of \$45,000,000. Construction bids for Phase 1 will inform the cost estimate for future phases. The project team will develop an implementation plan and estimate for the full corridor. While Phase 1 is fully funded, we anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.



The funding table below shows the current funding plan for the BMS Project. The BMS project has secured \$197 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. Funds not used for Phase 1 will be moved to future phases.

Better Market Street Phase 1 Construction Funding Plan

Funding Source	Amount (\$M)
Federal BUILD Grant	\$15.0
Federal OBAG	\$3.4
State Affordable Housing & Sustainable Communities Grant	\$2.7
Local SFMTA GO Bond	\$20.0
Local Prop K Sales Tax	\$5.0
Local Certificates of Participation	\$3.0
BART	\$0.6
Total	\$49.7

The Federal BUILD grant requires the contract to be awarded by November 10, 2021. With the reevaluation of the project scope and the redesign, advertisement of the construction contract was delayed to October 13, 2021. The project team is working with the Federal Highway Administration and Caltrans on an amendment to the BUILD grant agreement to extend the deadline for awarding the construction contract to January 2022.

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 COVID19 pandemic. Alternative 1, which includes no underground utility work, will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements to future phases will require the City to repair or replace those utilities at a later date in the same area, which will likely trigger replacement of surface improvements installed in Phase 1.

The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The Phase 1 contract will include potholing from Steuart to Octavia. The information gained from the potholing will help inform the design of future phases. However, 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 in the future, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, however, the joints in the existing pipes are made of lead and are at risk of failing in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Between 5th and 8th streets



alone there is 3,800 linear feet of water main that will need to be replaced to bring it up to current standards. A future project will have to address this underground infrastructure.

As mentioned above, funding for the overall project remains a significant challenge and a risk for completion of the longer-term project.

FINANCIAL IMPACT

None. This is an information item.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: November 22, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/07/2021 Board Meeting: Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests

RECOMMENDATION

☐ Information ☒ Action

Allocate \$950,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:

1. Accessibility Improvement Program: Public Address System

Allocate \$7,341,859 in Prop K and TNC Tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for:

2. Western Addition Area - Traffic Signal Upgrades - Phase 1 (\$1,195,859)
3. FY22 Vision Zero Quick-Build Program Implementation (\$2,821,000 in Prop K funds, \$3,000,000 in TNC Tax funds)
4. Page Slow Street (\$325,000)

Allocate \$5,924,144 in Prop K funds to San Francisco Public Works (SFPW) for:

5. Junipero Serra Blvd Pavement Renovation (\$4,397,129)
6. Curb Ramps (\$978,252)
7. Mansell Street Curb Ramps - Additional Locations (\$548,763)

Appropriate \$3,500,000 in Prop K funds for:

8. DTX Rail Program Oversight and Technical Support for FTA Project Development (\$3,500,000)

SUMMARY

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.

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



DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (e.g. 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.

BART Accessibility Improvement Program: Public Address System Request. At the October 27 Community Advisory Committee (CAC) meeting, the CAC considered a Prop K request from BART for the Accessibility Improvement Program: Public Address System and Hearing Loop project. After some discussion, the CAC approved a motion to delay consideration until BART and SFMTA coordinate on potentially adding hearing loops to the Muni station agent booths at the shared stations in San Francisco, in addition on the BART agent booths as proposed in the pending request. The CAC motion also indicated that they didn't want to hold up making BART's proposed accessibility improvements if the coordination with SFMTA would cause significant delays to the BART project.

Since the CAC meeting, we have been actively working with BART and SFMTA staff to address the CAC's request. As a result of these discussions, BART has agreed to separate the accessibility improvements into two projects. This will allow for the portion of the project related to the Public Address System at the Powell Street BART station to be put out to bid now, while coordination between BART and SFMTA continues for the hearing loop enhancements at the shared stations. The pending request for BART's Accessibility Improvement Program: Public Address System has been reduced from \$1,100,000 to \$950,000, with \$150,000 remaining available for the BART Accessibility Program hearing loop project which we anticipate will advance in Spring 2022.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$17,716,003 in Prop K and TNC Tax funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

CAC POSITION

The CAC will consider this item at its December 1, 2021 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K and TNC Tax Allocation Summaries – FY 2021/22
- Enclosure – Allocation Request Forms (8)

Attachment 1: Summary of Requests Received

							Leveraging		Phase(s) Requested	District(s)
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		\$ 3,500,000	86%	0%; overall project expected to meet/exceed EP leveraging	Design	6, 10
Prop K	8	BART	BART Accessibility Improvement Program: Public Address System ⁴	\$ 950,000		\$ 3,000,000	90%	68%	Construction	3, 6
Prop K	33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		\$ 10,596,500	41%	89%	Construction	5, 6
Prop K	34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		\$ 4,517,204	79%	3%; overall project 10%	Construction	7
PROP K, TNC TAX	38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	3,000,000	\$ 5,821,000	44%	52%	Design, Construction	Citywide
Prop K	39	SFMTA	Page Slow Street	\$ 325,000		\$ 325,000	28%	0%	Environmental Studies	5
Prop K	41	SFPW	Curb Ramps	\$ 978,252		\$ 978,252	45%	0%; overall project 16%	Construction	5, 6, 8, 11
Prop K	41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		\$ 548,763	45%	0%; overall project 11%	Construction	9, 10
TOTAL				\$ 14,716,003	\$ 3,000,000	\$ 29,286,719	48%	49%		

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: BART (Bay Area Rapid Transit District); SFCTA (San Francisco County 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, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. This appropriation provides for SFCTA program management oversight and technical support for development of the DTX project during the Federal Transit Administration (FTA) project development process, planned to culminate in a request (anticipated in the range of \$1.5-2.5 billion) for New Starts grant funds from the FTA. This request also provides for oversight and planning support to the Caltrain 4th and King Railyards Preliminary Business Case process.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		This project is one of the priorities of BART's Accessibility Improvement Program, which was developed based on community input. The Project will upgrade current public address system at the BART/Muni Powell Street Station, which has reached the end of its useful life and needs multiple upgrades to improve sound quality and speech intelligibility. These elements will improve customer experience, safety, and accessibility. BART expects the project will be completed by December 2023.
33	SFMTA	Western Addition Area Traffic Signal Upgrades Phase 1	\$ 1,195,859		<p>Requested funds will install traffic-signal related safety improvements at a total of 16 locations in the Western Addition area. Upgrades will include new pedestrian countdown signals, accessible (audible) pedestrian signals, mast arms, higher-visibility 12-inch traffic signal heads, updated curb ramps, and replacement of old signal infrastructure. Scope includes new signals at Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street, and pedestrian activated flashing beacons and speed radar signs at Buchanan/Turk Streets and Buchanan/Fulton Streets which would complement the renovations planned for Buchanan Mall. See page 25 of the enclosure for the full list of locations. Six locations are located on the Vision Zero High Injury Network.</p> <p>Phase 1 locations have been prioritized to coordinate with Public Work paving projects, and were selected in part based on feedback from the 2017 Western Addition Community-Based Transportation Plan funded in part through the Transportation Authority's Neighborhood Program. This allocation would leverage \$3,179,500 in Local Partnership Program funds recommended by the Board in March 2021. SFMTA expects that all locations will be open for use by December 2023.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		Demolition and pavement renovation along 17 blocks of Junipero Serra Boulevard from Monterey Boulevard to 19th Avenue (16 blocks), and on Stratford Drive from Junipero Serra Boulevard to Junipero Serra Boulevard (1 block). Scope includes new and retrofitted curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits. The construction contract for this project will include San Francisco Public Utilities Commission scope for sewer main replacement along Junipero Serra, and San Francisco Municipal Transportation Agency scope for traffic signal conduit and traffic signal box replacement at Junipero Serra and Holloway Avenue. SFPW anticipates that the project will be open for use by March 2024.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$ 3,000,000	Requested funds will be used to design and construct pedestrian and bicycle safety improvements on 10 corridors on the Vision Zero High Injury Network (see page 48 of the enclosure for locations), as well as programmatic spot improvements at locations to be identified throughout the city. Improvements are comprised of reversible or adjustable traffic control measures such as paint, posts, signs, and parking & loading changes. The project also includes evaluation of each quick-build project. SFMTA anticipates that all quick-build projects will be open for use by December 2023.
39	SFMTA	Page Slow Street	\$ 325,000		Conduct public outreach, field testing (evaluation of temporary traffic safety measures), and final approvals for traffic safety investments on and adjacent to Page Street between Stanyan and Gough streets. The existing Slow Street includes temporarily-approved measures from the 2019 Page Bikeway Pilot project as well as from the COVID-19 emergency response. This effort will continue the evaluation and adjustment of these measures, and will conduct extensive public outreach to identify and approve final recommended measures including streetscape changes that require more detailed design and construction. Field testing of measures would begin in spring 2022. SFMTA expects to obtain the approvals necessary to start detailed design of a long-term project by March 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
41	SFPW	Curb Ramps	\$ 978,252		Requested funds will be used to construct 16 curb ramps at the intersections of San Jose Avenue/Broad Street/Farragut Avenue, Twin Peaks Boulevard/Crown Terrace Avenue, Twin Peaks Boulevard/Graystone Terrace Avenue, 17th/Church Streets (North and South), and Townsend/Clyde Streets. The intersection of 17th and Church is a complex location that requires coordination with MUNI light rail operations and de-energizing overhead contact system lines to allow safe construction of the curb ramps, thus the project cost includes substitution of light rail service with bus service for an estimated 28 days. Public Works and the Mayor's Office on Disability developed a list of curb return locations identified through citizen complaints and requests. SFPW anticipates all locations will be completed by December 2023.
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		This request would provide funds to expand the scope of the Prop K funded Mansell Street Curb Ramp project, approved in October 2020, to include 12 additional locations along Mansell Street at the intersections with Brussels and Girard Streets. The total number of curb ramps in this project will increase to 42 ramps. See page 104 of the enclosure for the full list of locations. The proposed curb ramps are located on concrete streets, which requires concrete gutter and curb repair which is more expensive than asphalt to replace. These locations also have steep grades, requiring in some instances handrails and additional concrete work. SFPW expects the project to be open for use by June 2022.
TOTAL			\$14,716,003	\$3,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	TNC Tax Funds Recommended	Recommendations
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		Strategic Plan Update: The recommendation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$3,000,000	Note: In October 2020, the Board programmed \$5 million in FY 2021/22 TNC Tax funds to the Vision Zero Quick-Build Program. This recommendation would allocate \$3 million collected to date of the \$5 million programmed.
39	SFMTA	Page Slow Street	\$ 325,000		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments (anticipated at the December 7 Board meeting), as well as an additional amendment of the Bicycle Circulation and Safety 5YPP. See enclosed allocation request form for details.
41	SFPW	Curb Ramps	\$ 978,252		
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		
TOTAL			\$ 14,716,003	\$ 3,000,000	

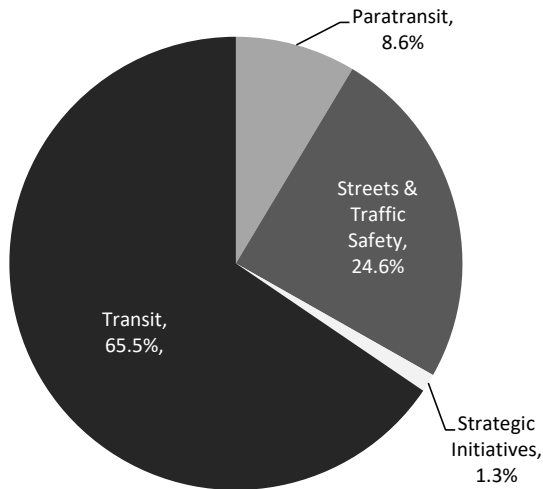
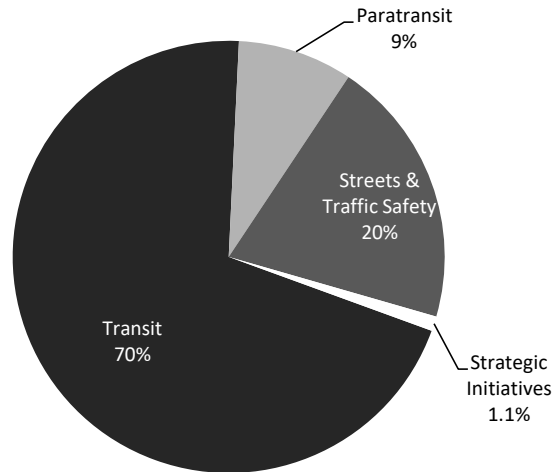
¹ See Attachment 1 for footnotes.

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	\$ 32,537,175	\$ 16,926,381	\$ 10,527,027	\$ 2,048,646	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 14,716,003	\$ 1,450,000	\$ 7,306,017	\$ 5,959,986	\$ -	\$ -
New Total Allocations	\$ 47,253,178	\$ 18,376,381	\$ 17,833,044	\$ 8,008,632	\$ 2,151,909	\$ 883,212

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

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -
New Total Allocations	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -

TNC Tracker
 Good
 Good



Memorandum

AGENDA ITEM 9

DATE: November 23, 2021
TO: Transportation Authority Board
FROM: Joe Castiglione - Deputy Director for Technology, Data & Analysis
SUBJECT: 12/7/21 Board Meeting: Approve the 2021 San Francisco Congestion Management Program

RECOMMENDATION ☐ Information ☒ Action

Approve the 2021 San Francisco Congestion Management Program (CMP).

SUMMARY

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. This year's CMP was unlike any other in the past due to the profound effect of the COVID-19 pandemic on peoples' travel. The performance monitoring element of CMP 2021 shows that roadway and transit speeds have improved for the first time in a decade. However, congestion is returning gradually to the streets and strategies to managing congestion are key to maintaining accessibility as the city recovers. In addition to updated and expanded performance monitoring, the 2021 CMP also provides updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2019.

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



BACKGROUND

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal CIP.

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

DISCUSSION

The past year and a half are without precedent in the past century, as the COVID pandemic disrupted peoples' health, livelihoods, activities, and the economy overall. These changes have, in turn, had a profound effect on peoples' travel, as shelter-in-place orders reduced the number and type of activities people were able to participate in publicly, as employers



responded with reduced workforces and with the widespread implementation of telecommute policies for some types of workers, as some residents relocated (at least temporarily) to other parts of the region, state, and country, and as transit agencies reduced and reconfigured service offerings. All of these changes, as well as many others, affected the performance of San Francisco's transportation system, as reflected in this update to San Francisco's CMP. The 2021 CMP is a substantive update, reflecting new data collection and expanded reporting, activities related to important policy developments at various levels, and significant planning progress since 2021. Key updates are summarized in the sections below.

Roadway Performance.

- Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team, conducted roadway LOS monitoring on the CMP network during the spring of 2021. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2019 and 2021 are shown in Figure 1. Average arterial travel speeds have increased 33% from 13.3 miles per hour (mph) to 17.7 mph in the AM peak and also increased 36% from 12.2 mph to 16.7 mph in the PM peak. In the AM peak, the average travel speed on freeways increased 46% from 31.5 mph to 46.0 mph. In the PM peak, the average travel speed for freeways increased 42% from 23.6 mph to 33.7 mph. The overall increases in speeds are a reversal in the trend of declining roadway performance observed during the past decade. Most of the change is attributable to COVID-19 impacts on the economy and peoples' daily travel patterns.

Figure 1. CMP Network Average Peak Period Automobile Travel Speed

Facility Type	Spring 2019	Spring 2021
Arterial AM	13.3 mph	17.7 mph
Arterial PM	12.2 mph	16.7 mph
Freeway AM	31.5 mph	46.0 mph
Freeway PM	23.6 mph	33.7 mph

- Roadway Travel Time Reliability:** A new metric for roadway reliability is introduced this year call the Buffer Time Index (BTI). This is calculated as the amount of additional travel time (expressed as a percent of average travel time) that the travelers need to additionally budget so that they have a 95% chance of arriving on time. BTI improved by about 15% on arterials and 5% on freeways between 2019 and 2021.



Transit Performance.

- **Transit Speeds:** The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency (SFMTA) from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2021 monitoring period were 9.7 mph in the AM peak period and 9.4 mph in the PM peak. Compared to the last monitoring cycle in 2019, speeds increased by approximately 15% and 24% in the AM peak and the PM peak periods respectively, continuing the trend of improvements in transit speeds that was observed between 2017 and 2019.
- **Transit Travel Time Reliability:** This is measured in terms of transit speed variability calculated as the ratio between the standard deviation of transit speeds and the average transit speeds, expressed as a percentage. Lower percentages indicate less variability and more reliable service. Between 2019 and 2021 transit speed variability worsened further from 21% to 23% in AM and from 21% to 25% in the PM peak.
- **Transit Coverage:** This CMP update introduces a new metric that quantifies transit coverage by walk access to various transit service frequency levels. The metric indicates that in 2019, prior to COVID-19 pandemic, over 95% of the population had access to some level of transit service. In 2020, during the beginning of the pandemic this was reduced to about 70%. By Spring 2021, as service was restored, 90% of the population had access to transit. Similarly, access to high-frequency transit (5-minute headway) service has improved from 15% of the population in Spring 2020 to about 30% in Spring 2021. This analysis does not reflect the service restoration that Muni is proposing for early 2022.
- **Automobile to Transit Speed Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. Average Muni bus speeds on the CMP network increased between 2019 and 2021, continuing the trend of improvement in transit speeds that was observed in between 2017 and 2019. However, this increase in transit speed was lower in magnitude compared to increase in auto speeds. As a result, transit to became less competitive with driving, as indicated by an increase in the ratio of auto speed to transit speed in AM peak from an average of 1.58 in 2019 to 1.82 in 2021, and by an increase in the PM peak from an average of 1.61 in 2019 to 1.77 in 2021.

Other CMP Elements.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. The Planning Department refined TDM Ordinance program standards in June 2018 to



clarify and strengthen the TDM program based on experience from the first year of implementation. The Transportation Authority has initiated the School Access Plan for San Francisco to recommend transportation solutions for K-5 students and their families. Solutions will seek to close equity gaps and provide sustainable transportation options to help reduce vehicle travel.

- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated criteria for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), and a new Priority Production Area (PPA) pilot program. San Francisco most recently adopted new PDA and PCA designations in 2019 in support of the recently adopted Plan Bay Area 2050 and is working with the Metropolitan Transportation Commission (MTC) to promote development within PDAs in the Bay Area. These efforts include discussions of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and MTC's Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority's coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2021 CMP reflects program updates since adoption of the 2019 CMP, most notably 2018 and 2019 Transportation Fund for Clean Air county programs, Cycle 5 of the Lifeline Transportation Program, OBAG Cycle 2, the 2021 Prop K Strategic Plan and the 2017 Prop AA Strategic Plan and associated 5-Year Prioritization Programs. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Caltrain Downtown Rail Extension, Caltrain Electrification, the Central Subway, Yerba Buena Island West Side Bridges, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.
- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2019, and model enhancements are discussed in



the 2021 CMP, along with required documentation of consistency with MTC modeling practices.

Next Steps. After approval from the Transportation Authority Board, the 2021 CMP report will be submitted to MTC for a review of consistency. MTC has not provided updated CMP guidance this year. However, the Transportation Authority intends to submit the report to MTC as it has done for the past CMP updates.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget.

CAC POSITION

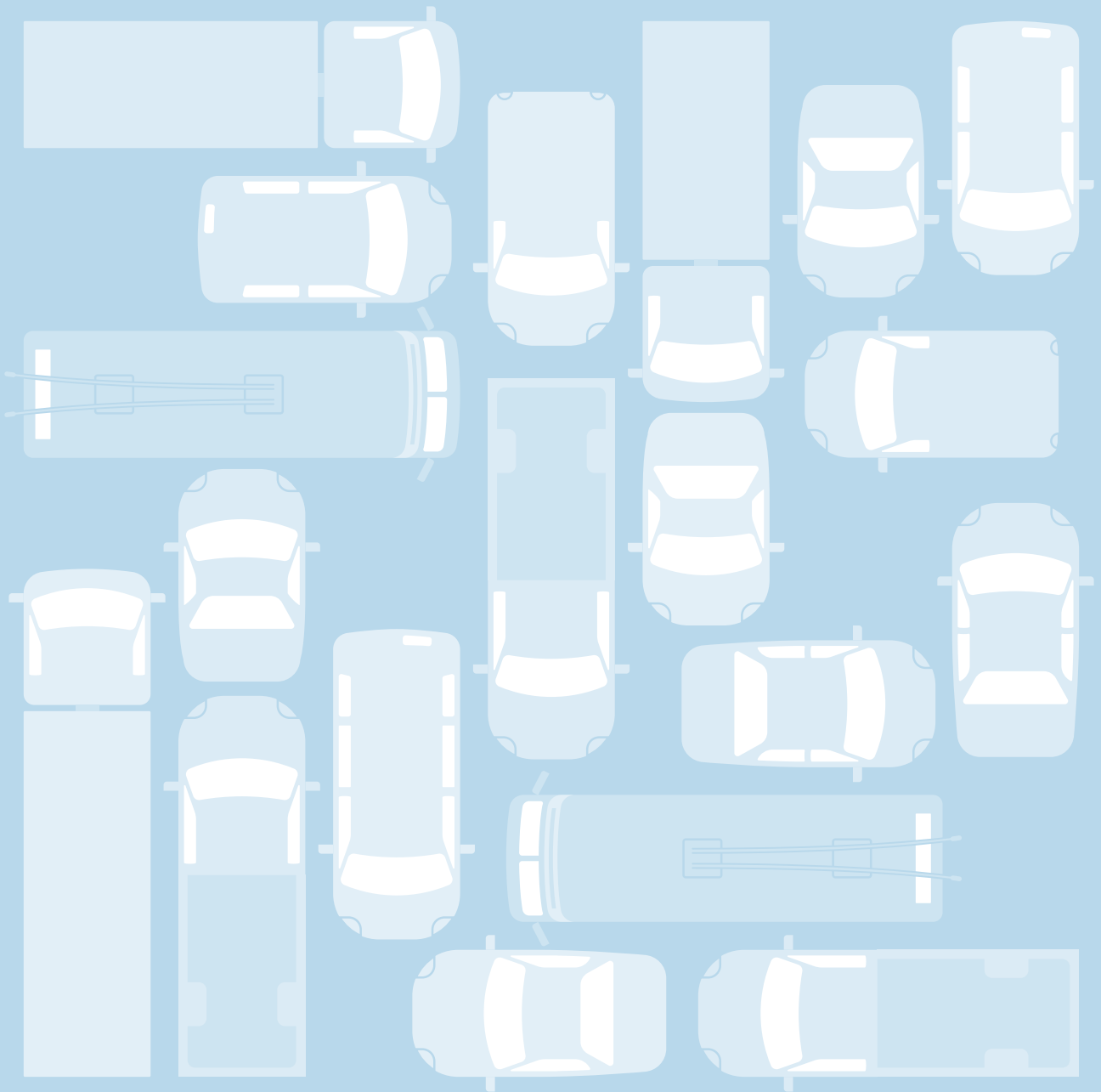
The CAC will consider this item at its December 1, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft 2021 CMP Executive Summary
- Enclosure A - Draft 2021 San Francisco Congestion Management Program
- Enclosure B - CMP Technical Appendices

CONGESTION MANAGEMENT PROGRAM NOVEMBER 2021

Executive Summary



Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) prepares the San Francisco Congestion Management Program (CMP). This program is conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. The SFCTA has since evolved its CMP to include more multimodal and system performance monitoring, in keeping with San Francisco's Transit First Policy, and in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.¹

State CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments in order to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2021 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data, including transit performance, for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2021/22 and 2022/23.

The past year and a half are without precedent in the past century, as the COVID pandemic disrupted peoples' health, livelihoods, activities, and the economy overall. These changes have, in turn, had a profound effect on peoples' travel, as shelter-in-place orders reduced the number and type of activities people were able to participate in publicly, as employers responded with reduced workforces and with the widespread implementation of telecommute policies for some types of workers, as some residents relocated (at least temporarily) to other parts of the region, state, and country, and as transit agencies reduced and reconfigures service offerings. All of these changes, as well as many others, affected the performance of San Francisco's transportation system, as reflected in this

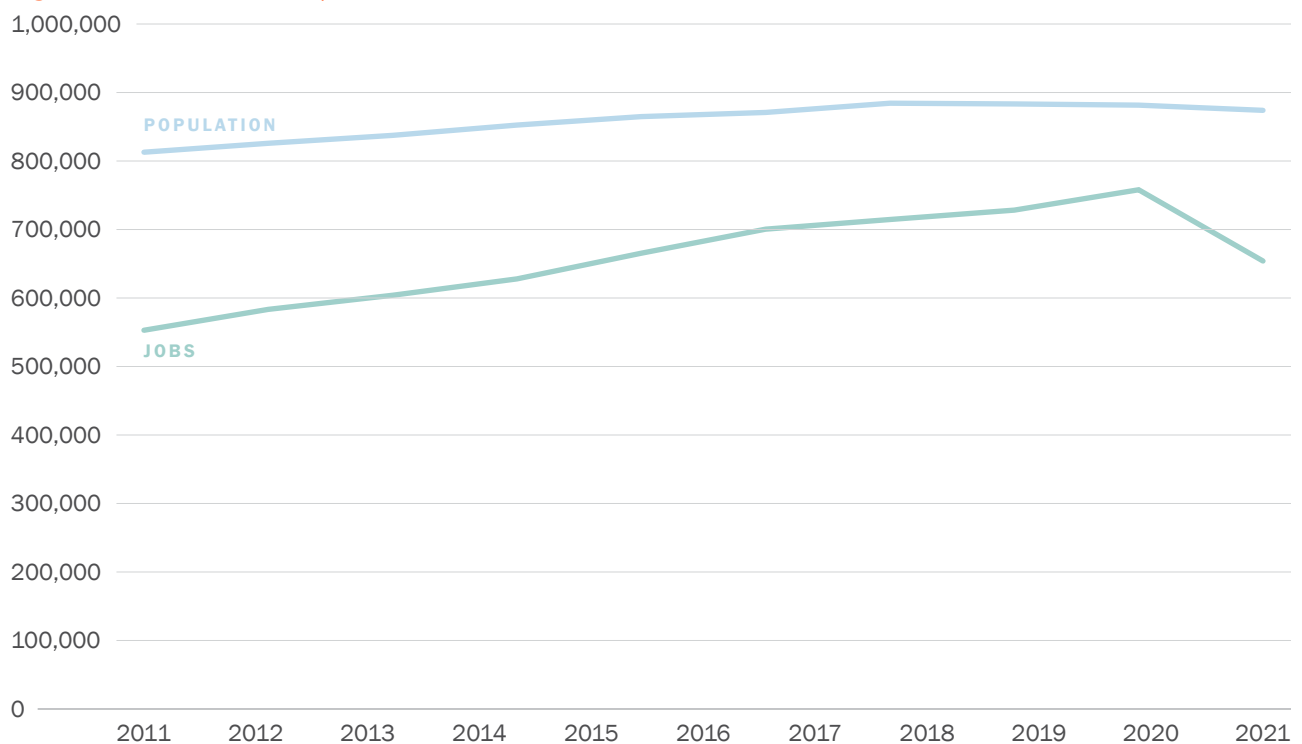
¹ In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

update to San Francisco's CMP. The following sections document the unique changes observed over the past year. This report presents a wide variety of multimodal metrics that have been previously reported, such as roadway travel times, transit travel times, transit reliability, vehicle miles travelled (VMT), pedestrian and bicycle counts, and safety. It also introduces a few new measures, including roadway travel time reliability, transit coverage, and mode shares. Wherever possible, the document presents longer term trends so as to provide readers additional context to help understand current conditions.

State of Transportation

San Francisco has been an employment and population hub in the Bay Area, and in the decade prior to the COVID pandemic experienced tremendous growth (see Figure 0-1). Between 2011 and 2019, job growth significantly exceeded population growth in San Francisco by a factor of more than three to one, with over 200,000 new jobs and 60,000 new residents added during this period. However, as a result of the COVID pandemic these growth trends were halted and reversed, with employment dropping for the first time in over a decade, and population declining as well. More than 100,000 jobs were lost between 2019 and 2020, though there are indications that employment is increasing in recent months as the spread of COVID is curtailed and the economy reopens.

Figure 0-1. San Francisco Population and Job Growth since 2011



ROADWAY LEVEL OF SERVICE AND RELIABILITY

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have increased since 2019 for all measured time periods and road types, as shown in Figure O-2. This represents the first time in the past decade when overall average roadway speeds have improved between CMP updates, and are certainly attributable to greater levels of remote work and telecommuting, reductions in activity participation by individuals due either to personal preference or restrictions, reluctance to use public transit, and overall higher levels of unemployment. Average arterial travel speeds have increased 33% from 13.3 mph to 17.7 mph in the AM peak and increased 36% from 12.2 mph to 16.7 mph in the PM peak. The average travel speed on freeways increased 46% from 31.5 mph to 46.0 mph in the AM peak and increased 42% from 23.6 mph to 33.7 mph in the PM peak. The overall increases in speeds are a reversal in the trend of declining roadway performance observed during most part of this decade.

Figure O-2. CMP Network Average Travel Speed Change

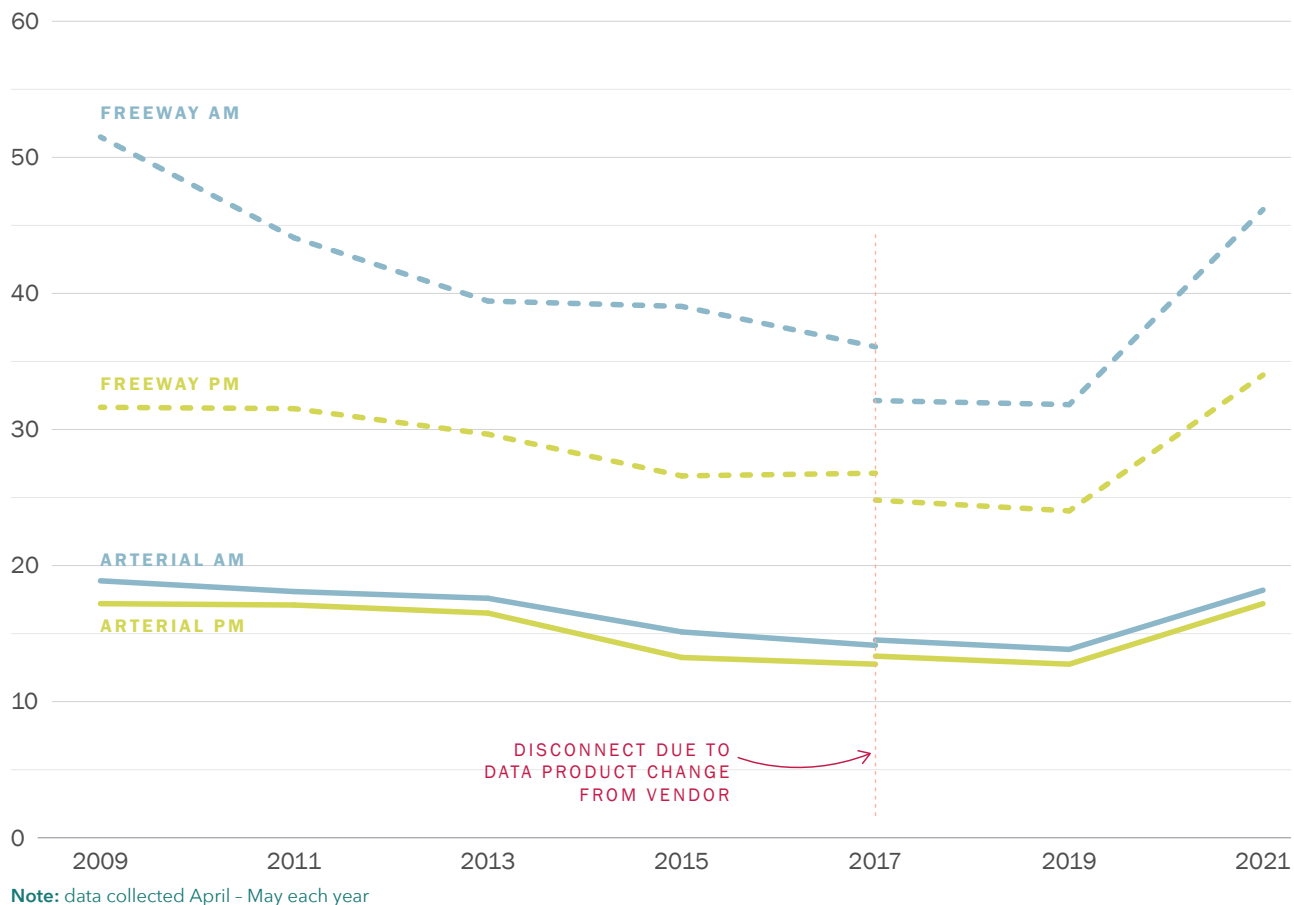
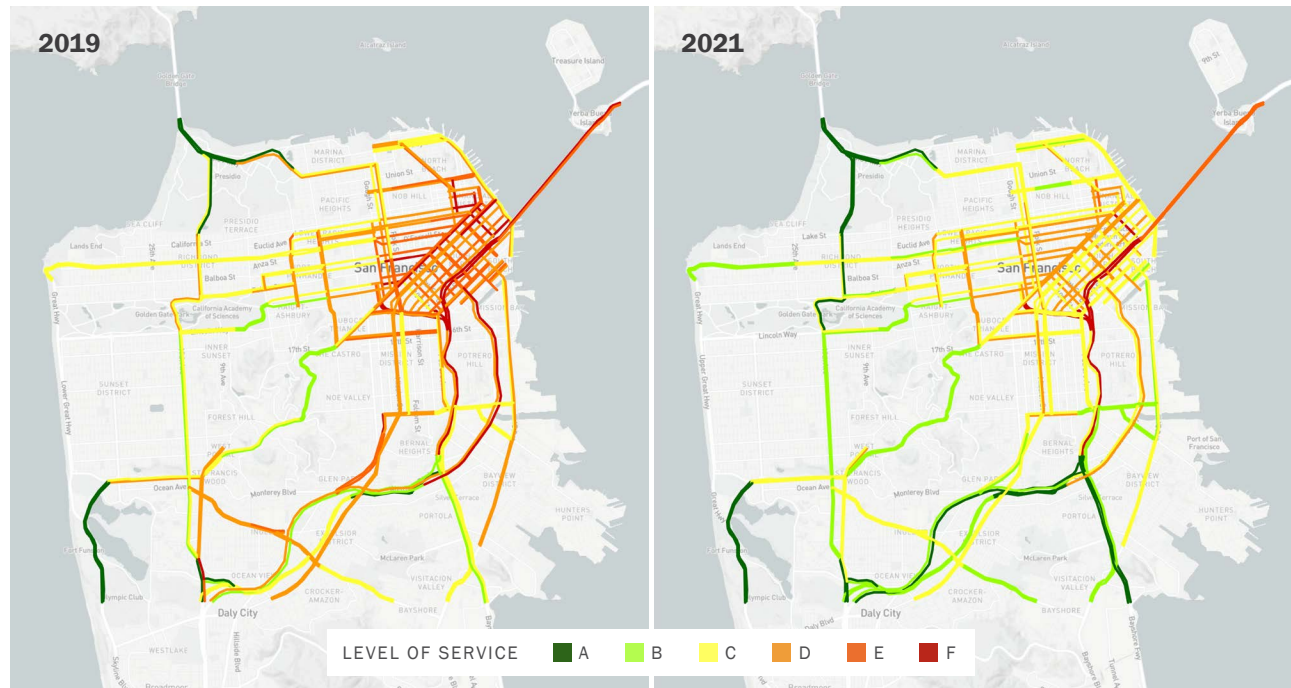


Figure 0-3 shows a comparison between LOS in 2019 and 2021 in the PM peak. There is significant improvement in the majority of Downtown arterials, as well as arterials in San Francisco's western and southern neighborhoods, but LOS is back to 2019 levels on several freeway segments. An interactive version of this map that allows users to view historical trends for the City overall, as well as for all the individual CMP segments, can be found at congestion.sfcta.org.

Figure 0-3: 2019 and 2021 PM Peak Roadway Level-of-Service

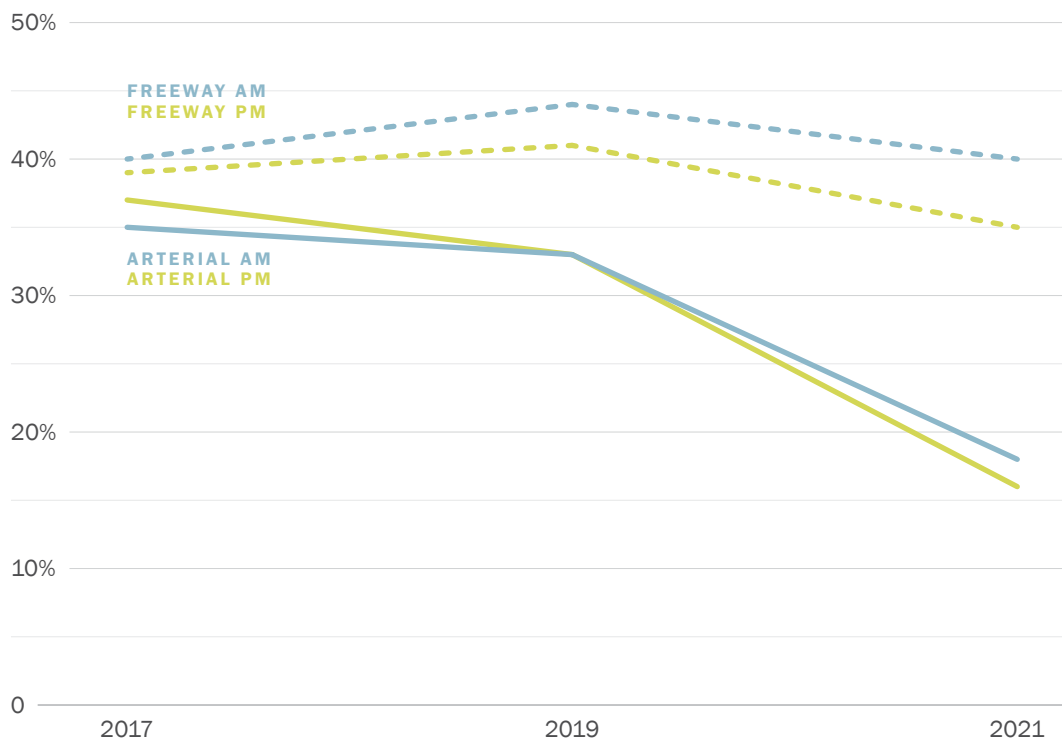


Note: data collected April – May each year

While the average travel speeds and LOS reported provide useful insights into congestion, they do not capture a critical aspect of peoples' perception of congestion, which is the reliability of travel times. For example, a traveler is likely to perceive the congestion on roadway where the travel is always 15 minutes differently that they perceive the congestion on a roadway where half the time the travel time is 5 minutes and the other half the time the travel time is 25 minutes. The unreliability of the travel time on this second roadway is onerous because it forces travelers to change their schedule so as to ensure that they aren't late to their destinations. In order to capture this aspect of congestion, a new metric for measuring roadway reliability is introduced in this CMP update called the Buffer Time Index (BTI). This is calculated as the amount of extra travel time (expressed as a percent of average travel time) that the travelers need to additionally budget so that they have a 95% chance of arriving on time. In other words, it is the buffer time needed if one does not want to be late more than once a month. Like auto speed, reliability has improved significantly

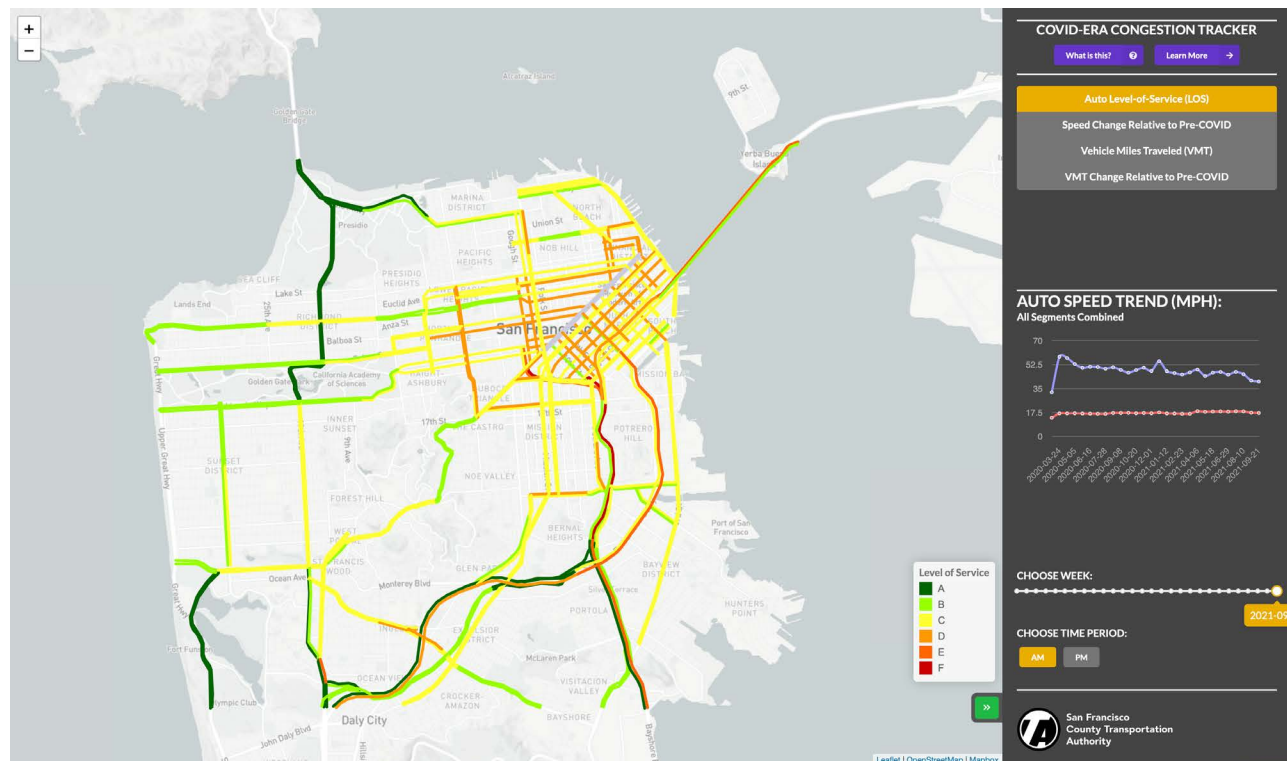
from 2019 to 2021 (Figure O-4). Note that a lower value of BTI indicates higher reliability. For example, the BTI for arterials in the PM period was 33% in 2019, and 15% in 2021. This means that, on average, a traveler making a 20 minute trip of San Francisco arterials in 2019 would have needed to anticipate 6.6 minutes of extra time so as not to be late, while in 2021 they would have needed to anticipate only 3 minutes of extra time to not be late.

Figure O-4. CMP Network Average Reliability (BTI) Change



Note: data collected April - May each year

Due to rapid and uncertain changes in traffic conditions after COVID, the Transportation Authority developed a new tool for short-term monitoring called the "COVID-Era Congestion Tracker" (covid-congestion.sfcta.org), shown in Figure O-5. This tool tracks reports many of the same roadway performance metrics as reported the CMP congestion visualization, but with a much greater frequency (every three weeks instead of biennially) and over a shorter time frame (from March 2020 through the present instead of from Spring 1991 through Spring 2021). This tool is being used by the Transportation Authority and other City agencies to help inform pandemic recovery plans. While the biennial CMP monitoring, which is always performed in the spring of odd-numbered years, shows significantly higher speeds than past years (congestion.sfcta.org), the COVID-Era Congestion Tracker shows that since this past spring auto speeds on many streets have already dropped close to pre-pandemic levels and in some cases even slower than pre-pandemic.

Figure 0-5. covid-Era Congestion Tracker

Source: <https://covid-congestion.sfcta.org/>

Strategies to managing congestion are key to maintaining our accessibility as the city recovers. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

TRANSIT SPEEDS

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds, and the ratio of private vehicle speeds to bus speeds, as our primary system performance metric. Transit speeds on the CMP network increased since 2019 (Figure 0-6). Compared to 2019, the average transit speed (collected for buses only) in 2021 increased 15% from 8.4 to 9.7 mph in the AM peak. In the PM peak period transit speeds also increased 24% from 7.6 to 9.4 mph. Like roadway speeds, most of the increase in transit speeds may be attributable to overall lower levels of demand due to reduced activity participation and increased telecommuting, which in turn increased travel speeds on the roadway network that the buses travel on. Improved transit speeds may be attributable also to increased deployment of transit priority lanes, and to less delay resulting from fewer boardings and alightings, during COVID-19.

TRANSIT TRAVEL TIME RELIABILITY

Transit speed information is also used to calculate the variability of speed as a measure of transit travel time reliability. Figure 0-7 shows that transit travel time reliability has worsened (variability has increased) since 2019 despite improvements in average transit speed. However, this worsening of travel time variability should be understood within the context of an overall improvement in transit travel speeds. For example, average transit performance improved from 7.6 mph and 21% variability in 2019 to 9.4 mph and 25% variability in 2021, which means approximately 70% of the time, a 3 mile transit trip in 2019 would take between 18.7 minutes and 28.7 minutes, while this same trip in 2021 would take between 14.4 minutes and 23.9 minutes. While transit was slightly less reliable in 2021, the overall improvements in transit speeds far offset this effect.

AUTO-TRANSIT SPEED RATIO

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data is available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure 0-8, the average auto-transit speed ratio increased between 2019 and 2021. Both average auto and transit speeds improved this year but auto speeds improved more than transit speeds which resulted in transit being less competitive relative to auto.

MULTIMODAL VOLUMES

The SFCTA has placed a high priority on shifting travelers' modes to increase the number of trips made by walking and bicycling. Figure 0-9 and Figure 0-10 respectively show bicycle and pedestrian

Figure 0-6. Overall Average Transit Speeds Trend for CMP Network

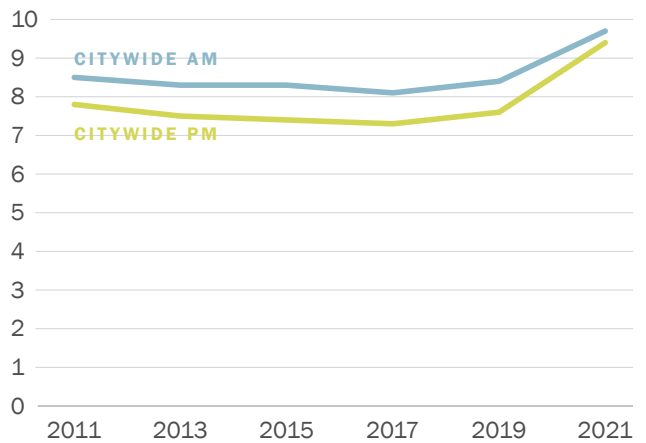


Figure 0-7. Transit Travel Time Reliability

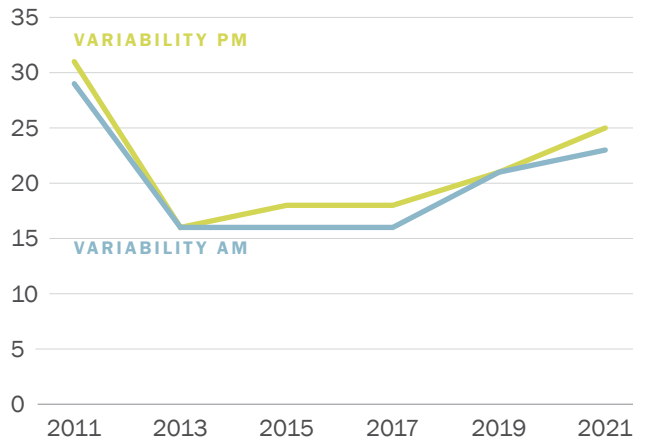
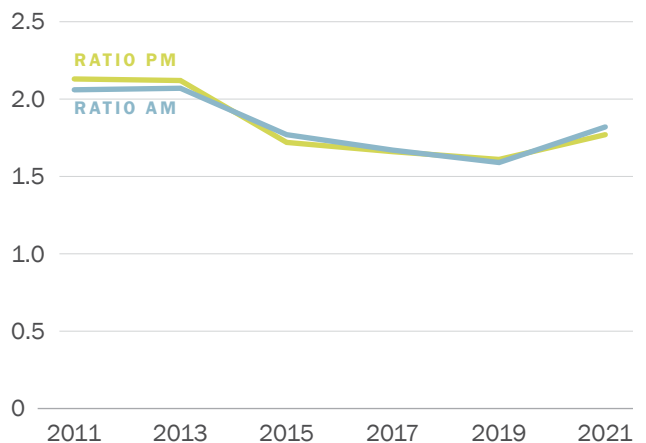


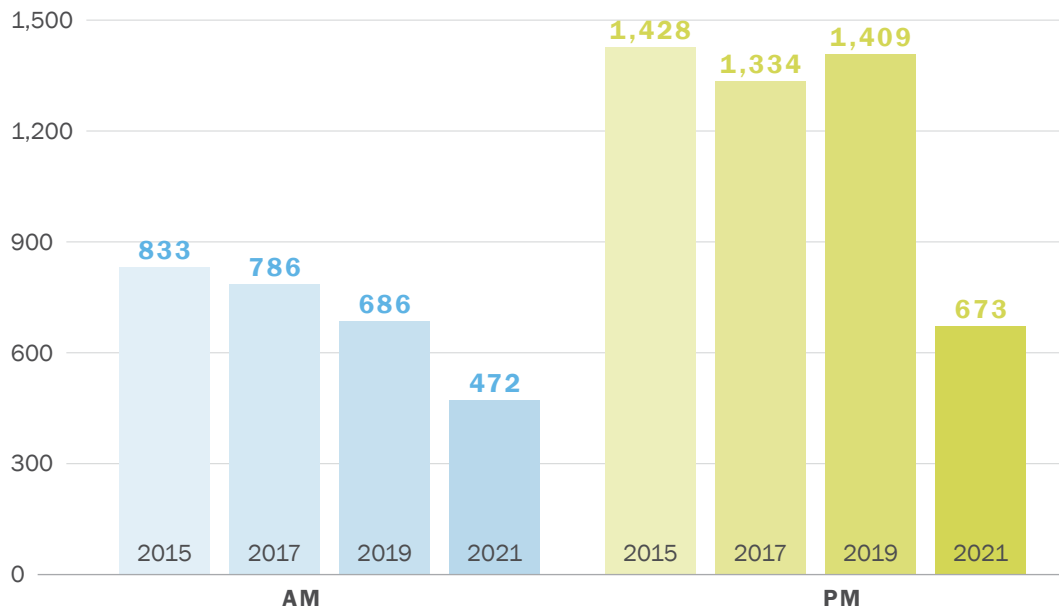
Figure 0-8. Auto-Transit Speed Ratio



Note: data for Figures 0-6, 0-7 and 0-8 collected April - May each year

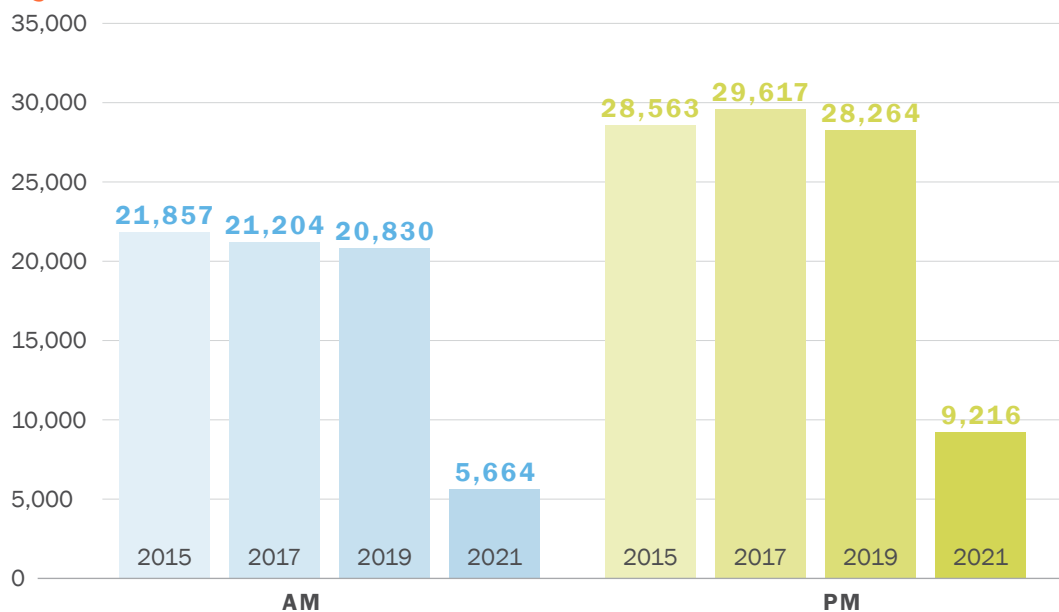
counts collected by SFCTA between 2015 and 2021. At these locations, bicycle and pedestrian volumes dropped by 45% and 70% respectively compared to a 22% reduction in vehicle volumes. All of these reductions are likely a reflection of greater levels of remote work and telecommuting, reductions in activity participation by individuals due either to public health-related personal preference or restrictions.

Figure 0-9. SFCTA Intersection Bicycle Counts 2015 - 2021



Note: data collected April - May each year

Figure 0-10. SFCTA Intersection Pedestrian Counts 2015 - 2021



Note: data collected April - May each year

PEDESTRIAN AND BICYCLE SAFETY

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for San Francisco. San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure O-11 illustrates the number of pedestrian and bicycle fatalities in San Francisco since 2008. It shows that while pedestrian fatalities decreased between 2019 and 2020, there was an increase in bicycle fatalities in the same period. Overall, the total non-motorized fatalities were lower in 2020 than 2018 and 2019.

OTHER MEASURES

Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, additional automobile delay as measured by level-of-service (LOS) is no longer considered an environmental impact, and environmental impact determinations now use vehicle miles travelled. Figure O-12 illustrates the trend in estimated VMT on all San Francisco roadways. It shows that VMT dipped about 5% between 2017 and 2019. Note that there is a two-year lag in this estimate provided by Caltrans.

Transit Volumes

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into and around the city efficiently. Figure O-13 shows ridership trends for the three largest transit systems serving San Francisco as of April – May

Figure O-11. Pedestrian and Bicycle Fatalities

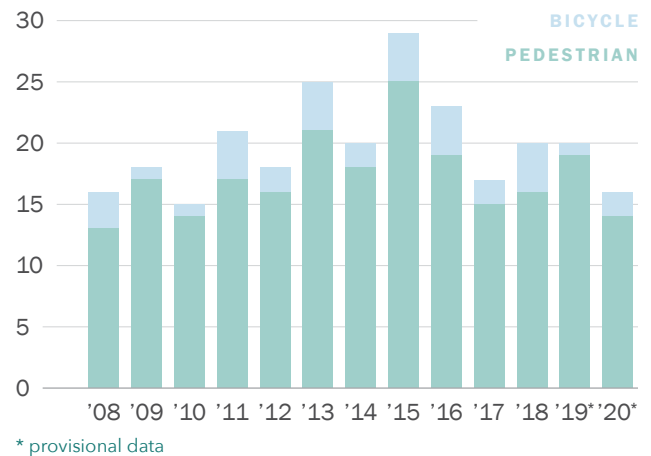


Figure O-12. Vehicle Miles Traveled on all SF roadways

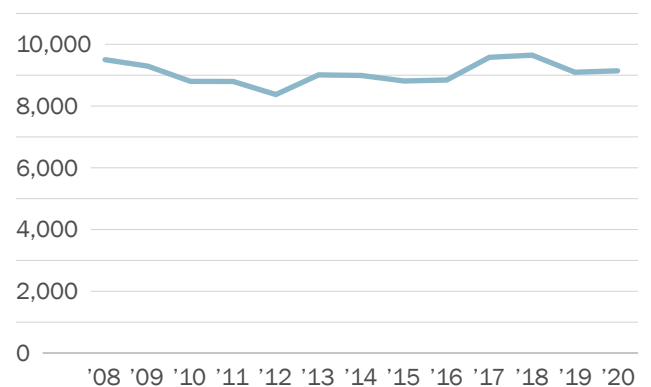
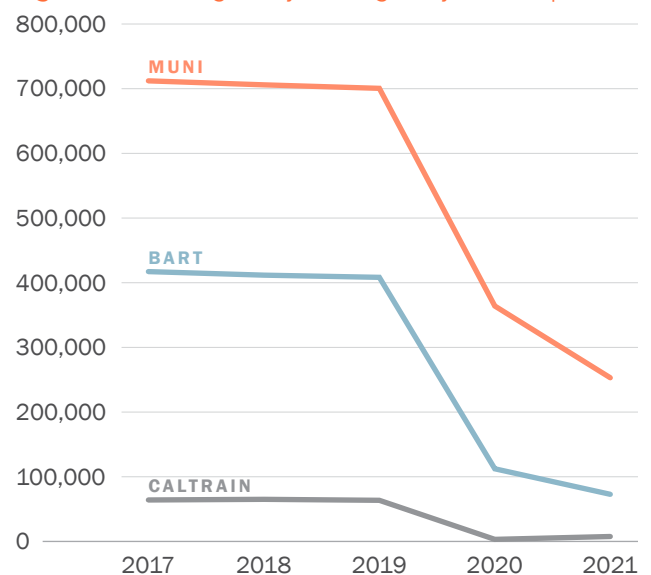


Figure O-13. Average Daily Passengers by Transit Operator

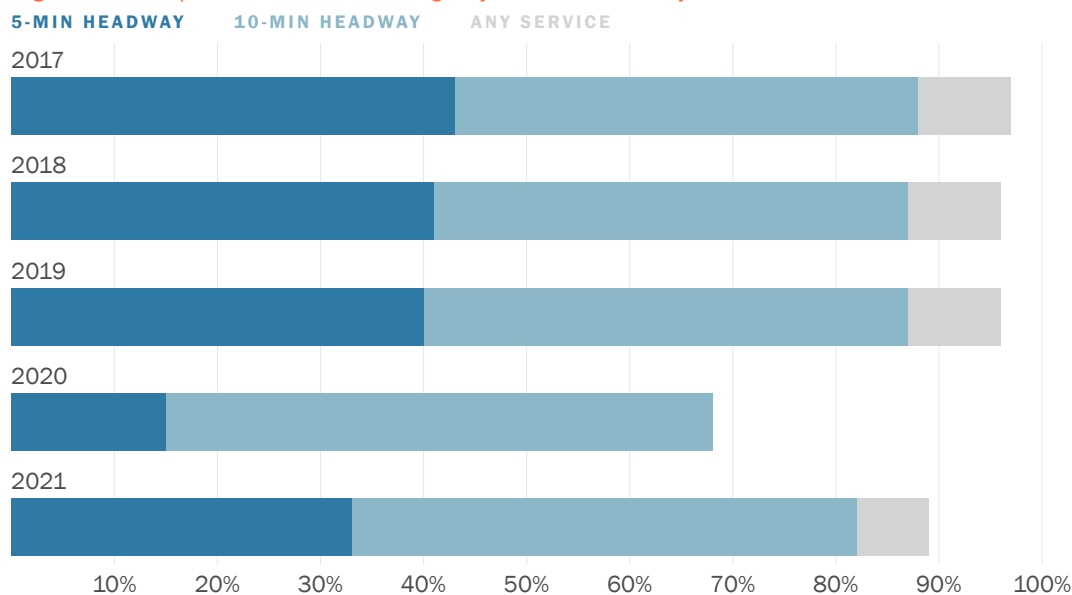


2021. Ridership on all three operators dropped significantly during shelter-in-place orders in April – May of 2020. Since then, ridership has been gradually climbing back up every month. More recent data indicates that ridership on Muni and BART has increased since the time of the data reported in this document but remains well below historical levels.

Transit Coverage

This year, a new metric to quantify and track transit coverage by walk access to different transit service frequency levels has been added to the report. This new transit coverage metric reports the percent of total population and total jobs that are within a 5-minute walk of transit service. Figure 0-14 shows transit coverage in terms of population for AM peak period. Prior to COVID-19, over 95% of the population had access to some level of transit service. During 2020, when substantial cuts to transit service were made, this was reduced to about 70%. In Spring 2021, as service was restored, 90% of the population had access to transit. Similarly, access to high-frequency transit (5-minute headway or better) dropped from 40% to 15% of the population between 2019 and 2020. This improved to over 30% in Spring 2021. Muni has proposed more service restoration in early 2022 that this analysis does not reflect.

Figure 0-14. Population Transit Coverage by Service, Weekday AM Peak



Note: data collected April – May each year

Mode Share

Mode share describes the mix of modes, such as transit, biking, walking, and driving, used to travel to, from and within San Francisco. Figure 0-15 and Figure 0-16 below summarize the share of trips by mode for two different travel markets: Intra-SF, which are all trips that both start and end in San Francisco, and Regional Trips To/From SF, which are trips where one of the trip ends is in San Francisco and the other trip end is not. Walking is by far the most prevalent mode used to get around within San Francisco (43.4%), followed by various types of driving such as driving alone, sharing a ride, or using a TNC (37.3%), and using transit (15.8%). In contrast, travel to/from San Francisco is dominated by driving (59.6%), but with a large transit share as well (39%). These data were derived from a large scale survey completed in 2019 prior to the pandemic. The Transportation Authority anticipates that this survey will be deployed again in 2023, so that trends in mode shares can begin to be tracked on a more regular basis.

Figure 0-15. Mode Split for Intra-San Francisco Person Trips

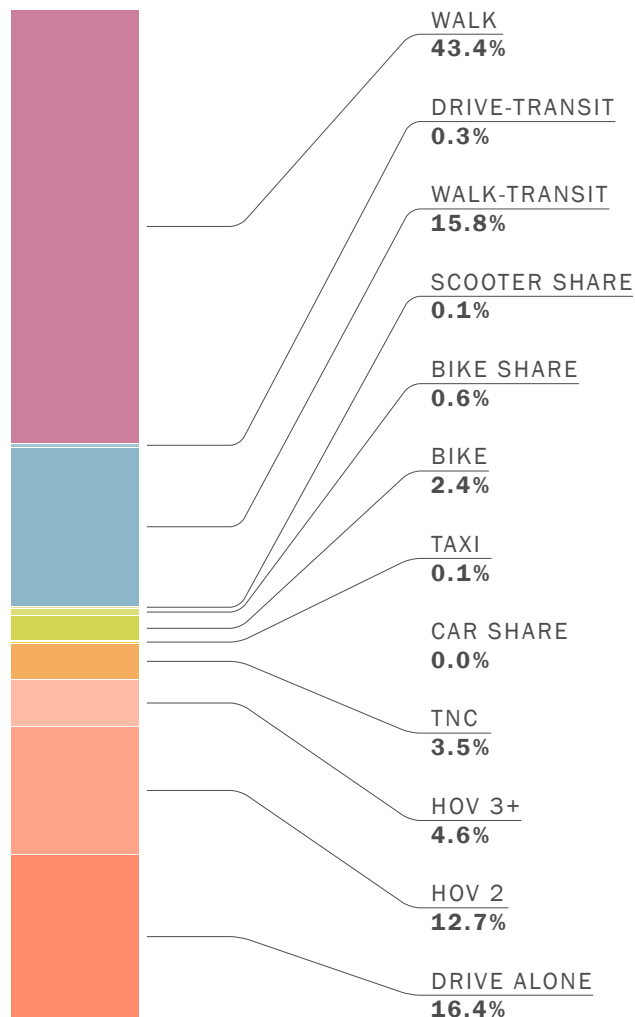
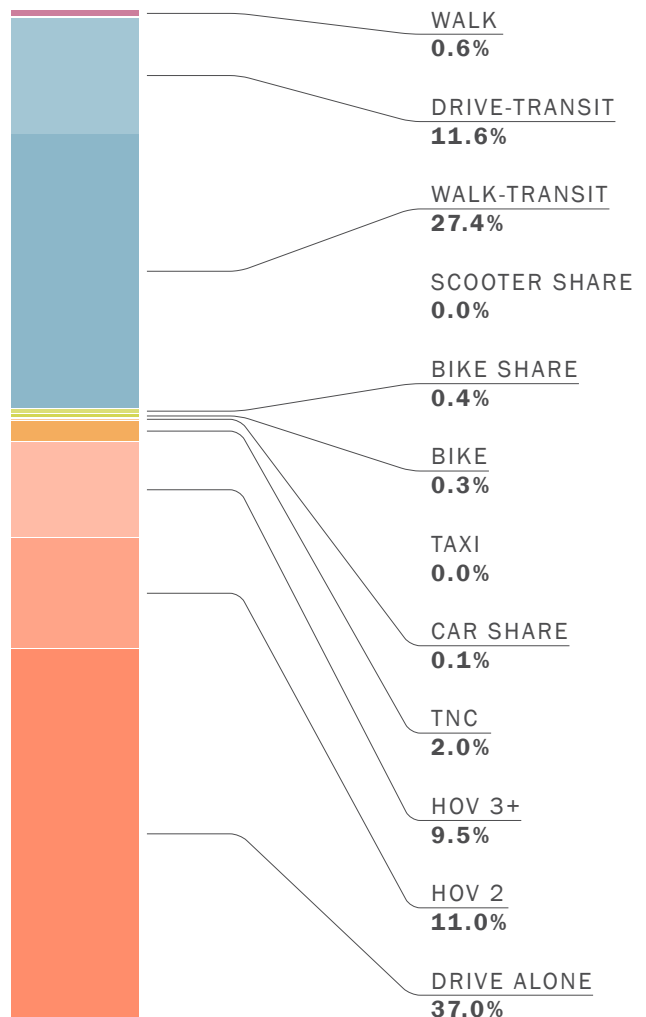


Figure 0-16. Mode Split for Regional Trips To/From San Francisco Person Trips



What are we doing to manage congestion?

MANAGING DEMAND FOR TRAVEL

San Francisco has a multi-sector strategy for managing congestion, including land use, transit, bicycle & pedestrian investment & on-street prioritization, and demand management (including parking management, HOV/bus priority and in some locations, road pricing). These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
 - » Central SoMa Land Use Plan
 - » Central Waterfront development projects
 - » Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
 - » Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
 - » School Access Plan
 - » SF Business Relocation TDM Project
 - » Commuter Benefits Ordinance and Emergency Ride Home Program
 - » SFMTA Commuter Shuttle Policy
 - » SFMTA Carsharing Policy
 - » SFMTA Bayview Community Based Transportation Plan
 - » Travel Demand Management Ordinance
 - » Downtown Congestion Pricing Study (paused until 2022)
 - » Traffic Congestion Mitigation Tax
 - » District 4 Mobility Improvements Study
 - » Octavia Boulevard Circulation and Accessibility Study Update

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area 2050 identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. This is currently being updated for December 2021. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

- PDA Planning Projects
 - » Caltrain Southeast Rail Station Study
 - » District 4 Mobility Improvements Study
 - » Octavia Boulevard Circulation and Accessibility Study Update

- » Embarcadero Multimodal Design
- » Bayshore Multimodal Facility Location Study
- » M-Oceanview Realignment
- » Ocean Avenue Streetscape Plan
- » Market/Noe Streetscape Design and EIR update
- » Balboa Reservoir TDM
- » Transit Corridors Study (ConnectSF)
- » Streets and Freeways Study (ConnectSF)
- » Downtown/Van Ness (Central Corridor)
- » Treasure Island Mobility Management Study

PLANNING PROJECTS

ConnectSF is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. That vision is guiding plans for the city and its transportation system as agencies work to identify needed transit, streets, and highway improvements. ConnectSF developed a long-range vision for 2065 that serves as the underpinning of the next San Francisco Transportation Plan, SFTP 2050. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion.

Key initiatives include:

- Downtown Congestion Pricing Study
- Vision Zero Program
- Caltrain Downtown Rail Extension to Salesforce Transit Center
- New Transbay Rail Crossing (Link21)
- 101/280 Managed Lanes Equity Study and MAP 101 coordination
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance))
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- School Access Study
- SFMTA Quick Build and MuniForward projects





FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition K transportation sales tax, Proposition AA vehicle registration fee and regional One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- Muni Central Subway
- Caltrain Downtown Rail Extension to Salesforce Transit Center
- Caltrain Peninsula Corridor Electrification Project

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as lead agency for the construction of the Yerba Buena Island Southgate Road Realignment and West Side Bridges Seismic Retrofit Projects.

Finally, the Transportation Authority is undertaking two additional planning and funding efforts: updating our countywide transportation plan known as the San Francisco Transportation Plan (SFTP) – a third phase of ConnectSF – and preparing to seek voter support to extend the transportation sales tax program another 30 years through development and approval of a new transportation sales tax Expenditure Plan.

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ConnectSF and the San Francisco Transportation Plan (SFTP) 2050

Streets and Freeways Study Outreach Findings,
SFTP Introduction



**San Francisco
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CAC Agenda Item 10

December 1, 2021

About ConnectSF

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



Equity



**Economic
Vitality**



**Environmental
Sustainability**



**Safety and
Livability**



**Accountability
and Engagement**



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About ConnectSF



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San Francisco
Planning



**SAN
FRANCISCO**
Office of Economic and Workforce Development

Phase 1 Vision

- ConnectSF Vision



Phase 2 Needs

- Statement of Needs
- Transit Corridors Study
- Streets and Freeways Study



Phase 3 Policies & Priorities

- San Francisco Transportation Plan
- Transportation Element of SF General Plan



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Current phase of work

Streets and Freeways Study



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The Streets and Freeways Strategies help address our challenges and move us closer to citywide goals.

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

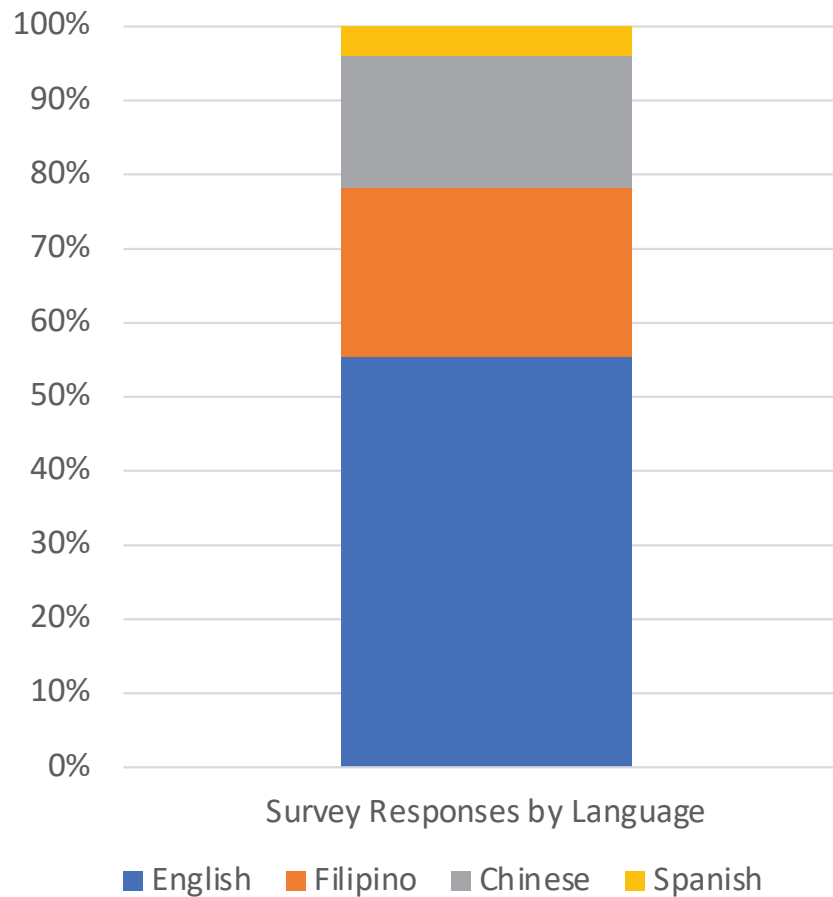


Streets and Freeway Strategy Outreach Responses



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- 671 survey responses
- 11 CBO partnerships to share outreach opportunities
- In-language Townhall



Streets and Freeway Outreach Top Level Findings



Priorities to build a **complete active network**:

All three options ranked high for level of importance.

1. Reduce speeds and create more space on neighborhood streets
2. Separated, high-quality bike networks
3. Walk and bike connections to transit



Streets and Freeway Outreach Top Level Findings



Top efforts to best support **strategies to dedicate space for efficient travel options** like transit, biking, and walking

1. Rewards and discounts for using transit
2. Traffic calming on local streets to minimize cut-through traffic
3. Manage curbs to reduce double parking, especially in bike and transit lanes



Streets and Freeway Outreach Top Level Findings



Top strategies to make our streets safer for everyone

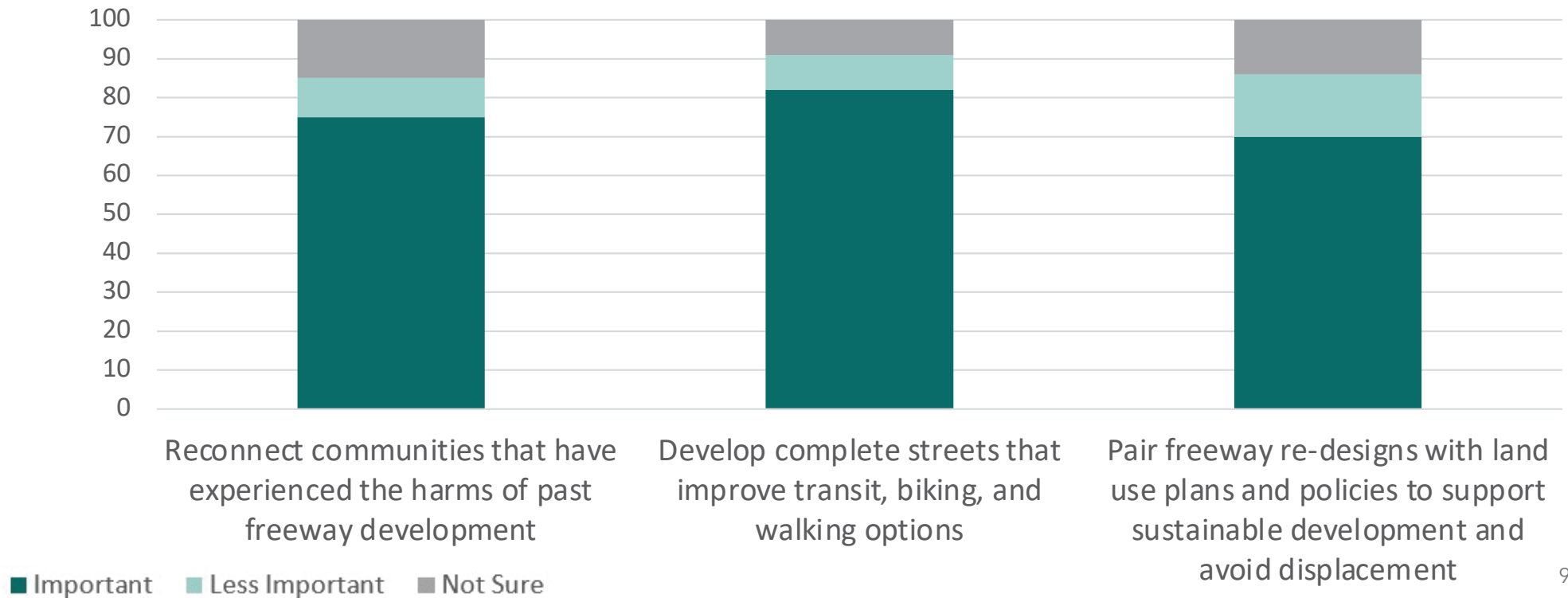
1. Traffic calming
2. More dedicated space to walk and bike
3. Reduce speed limits
4. Advocate for authority to use speed safety cameras



Streets and Freeway Outreach Top Level Findings



Importance of **principles to guide transformations** on freeways and major streets



Re-connecting Communities

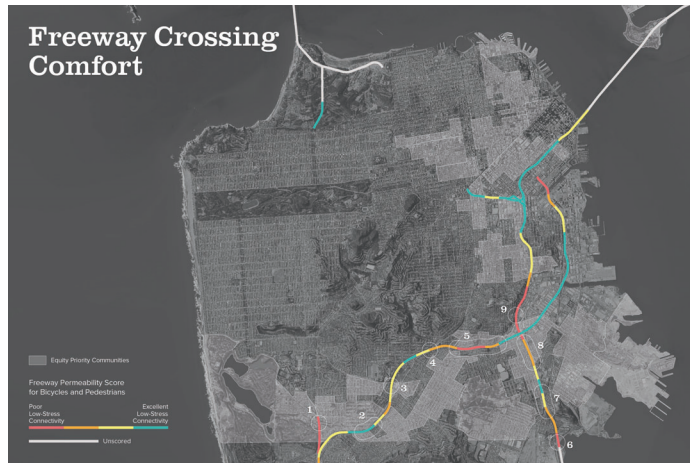


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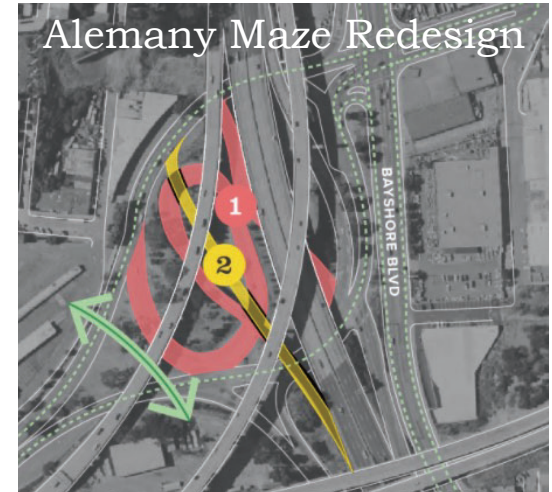
Geary Underpass Fill



Freeway Crossing
Comfort



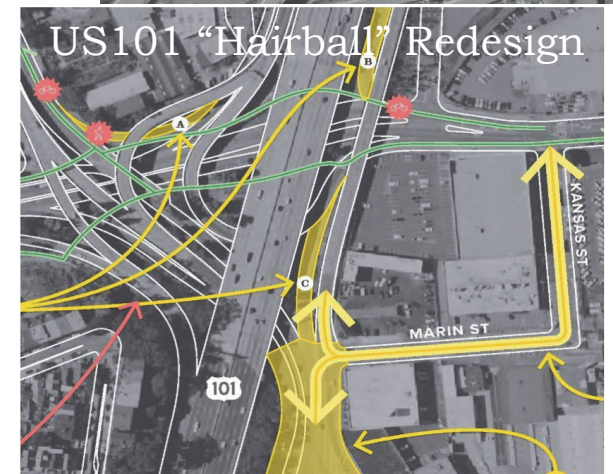
Alemany Maze Redesign



Brotherhood/
Alemany Redesign



US101 "Hairball" Redesign

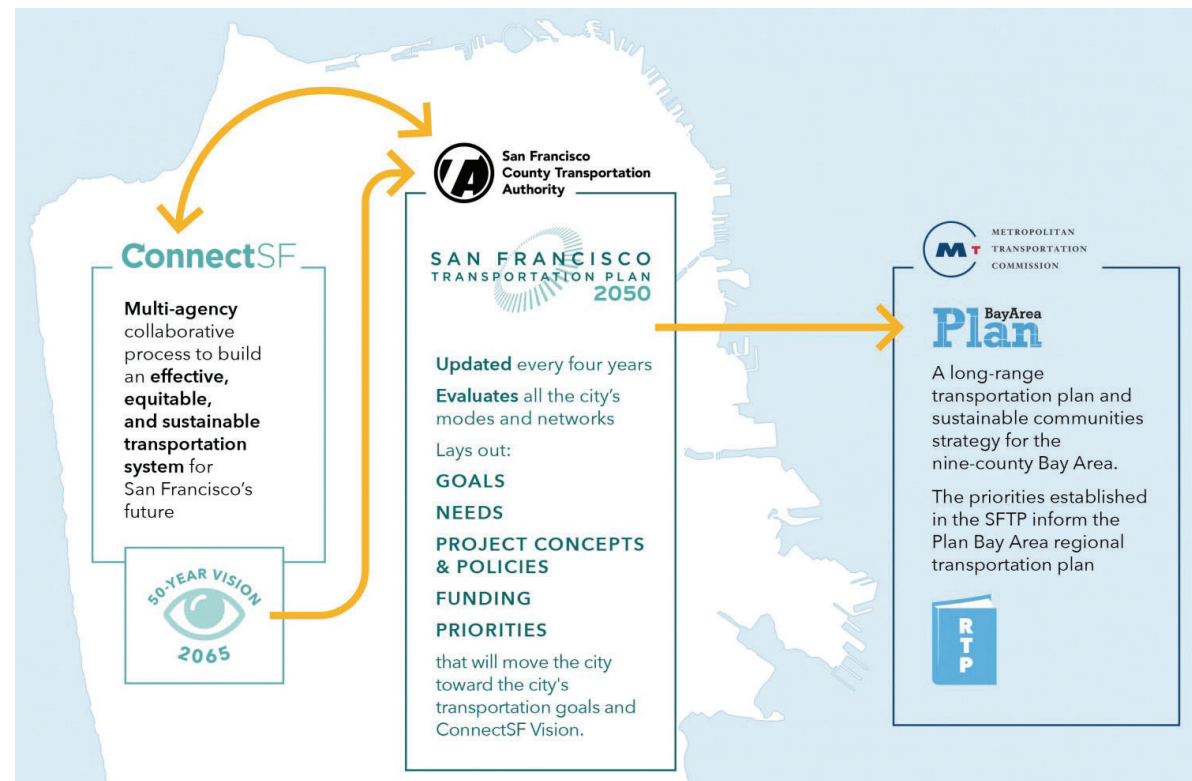


What is the SFTP?



The San Francisco Transportation Plan is the countywide 30-year blueprint for transportation system development & investments

- Integrates all modes and operators
- Identifies infrastructure priorities for state and federal funding
- Includes policy initiatives
- Investment and Vision Plans
- Updated every four years with Plan Bay Area



How is the SFTP developed?



SFTP Inputs

1. ConnectSF
 - Vision
 - Goals
 - Needs
 - Modal Studies
2. Plan Bay Area 2050
3. Other planning / policy efforts



SFTP Components

- Strategic initiatives / policies
- Outreach and engagement
- Financial needs assessment
- Revenue estimates
- Performance metrics / prioritization



SFTP 2050

- Investment Plan
- Vision Plan
- Recommendations: policies and strategic initiatives

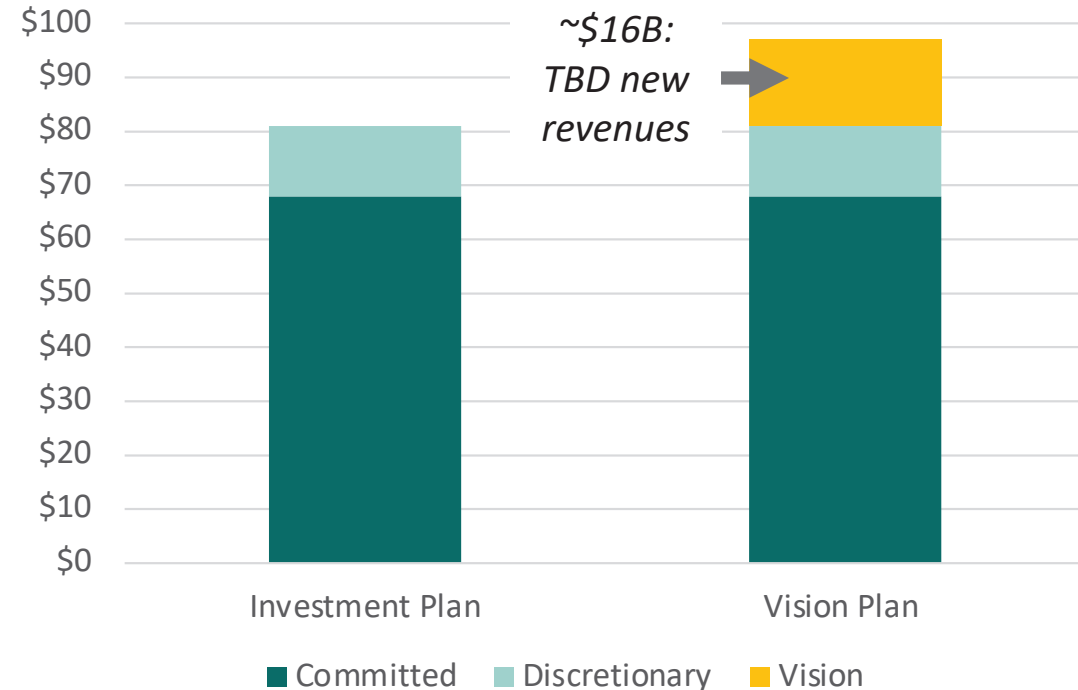
SFTP Investment Revenues



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- **Committed** funds have been committed to specific projects or uses
- **Discretionary** funds are more flexible
- **2050 Investment Plan** based on the expected transportation revenue for 30 years
- **2050 Investment Vision** considers potential new transportation revenues

Draft Investment and Vision Plan Revenues,
2020 dollars (in billions)



Committed vs Discretionary Funds



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60% LOCAL COMMITTED

e.g. Developer Fees; TNC Tax

9% REGIONAL COMMITTED

e.g. Bridge Tolls

6% STATE COMMITTED

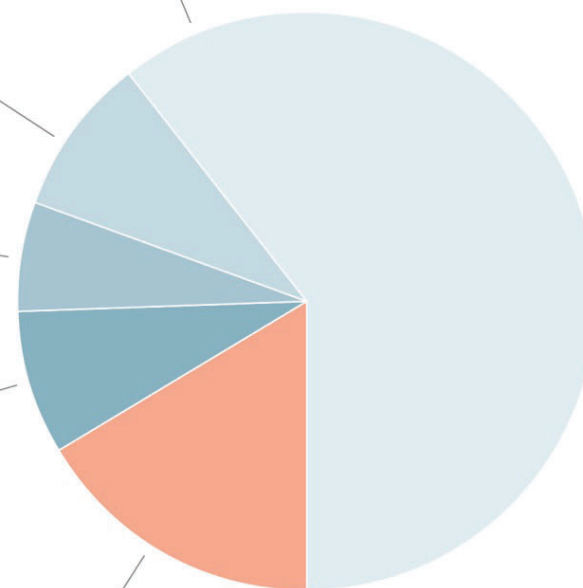
e.g. Gas Tax Subvention for Local Streets and Roads

8% FEDERAL COMMITTED

e.g. FTA State of Good Repair Formula Funds

16% DISCRETIONARY REVENUES

e.g. OBAG; SB 1 Competitive Programs; New/Small Starts; Anticipated Unspecified

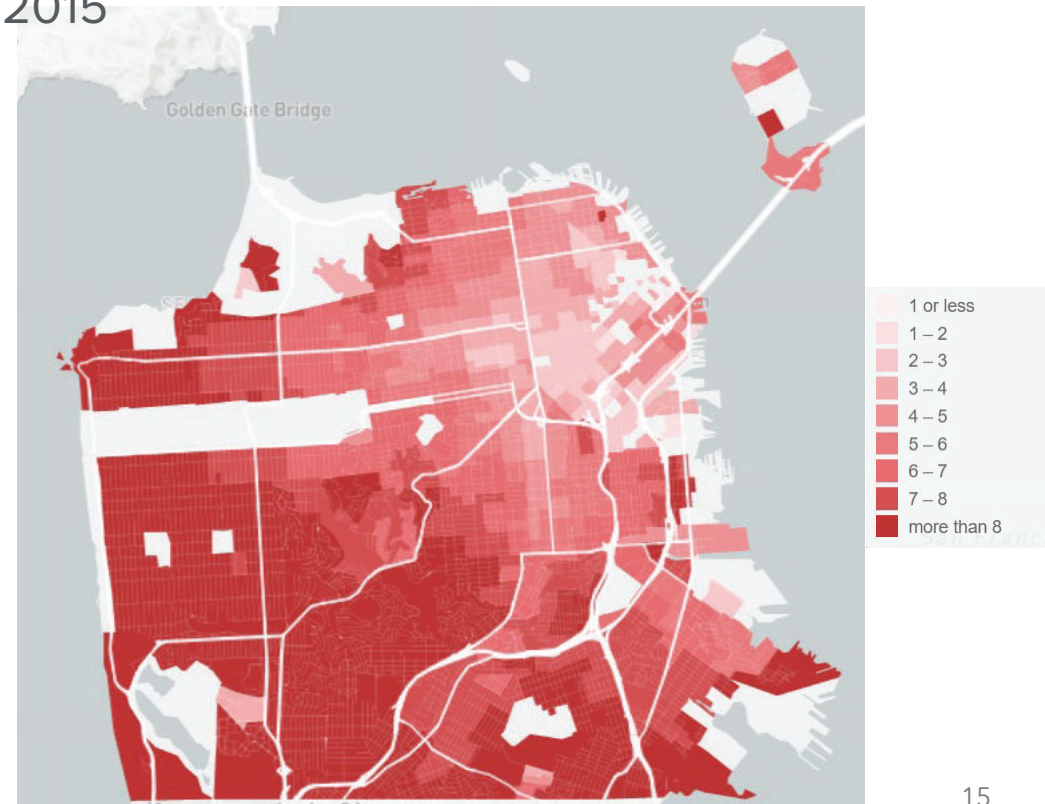


SFTP Goals and Needs



- Equity
- Economic Vitality
- Environmental Sustainability
- Safety and Livability
- Accountability and Engagement

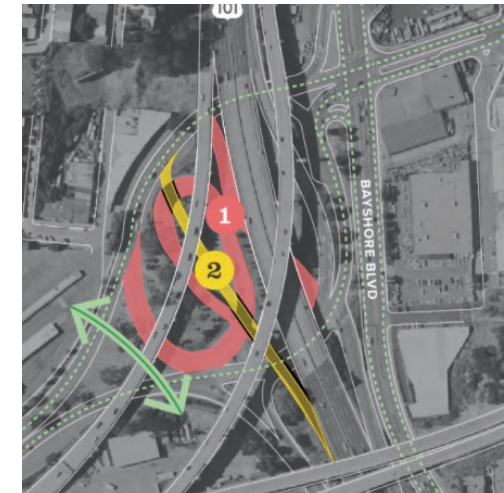
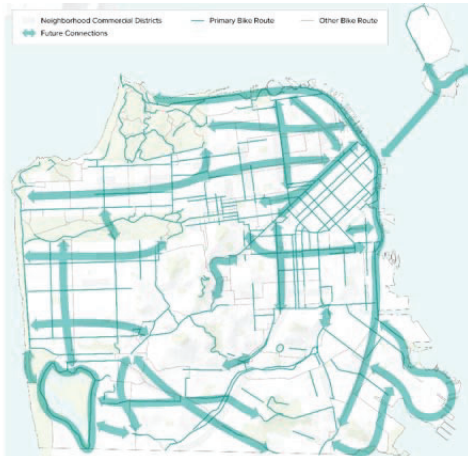
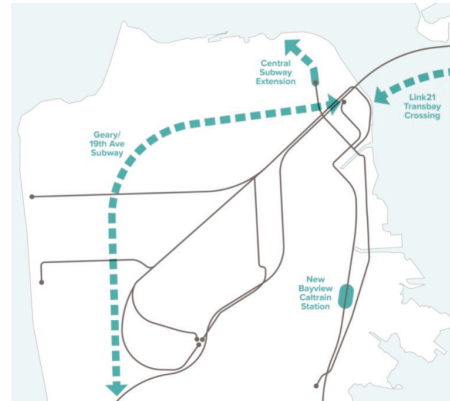
Vehicle Miles Traveled Per Person,
2015



Transportation Investment and Vision Plan



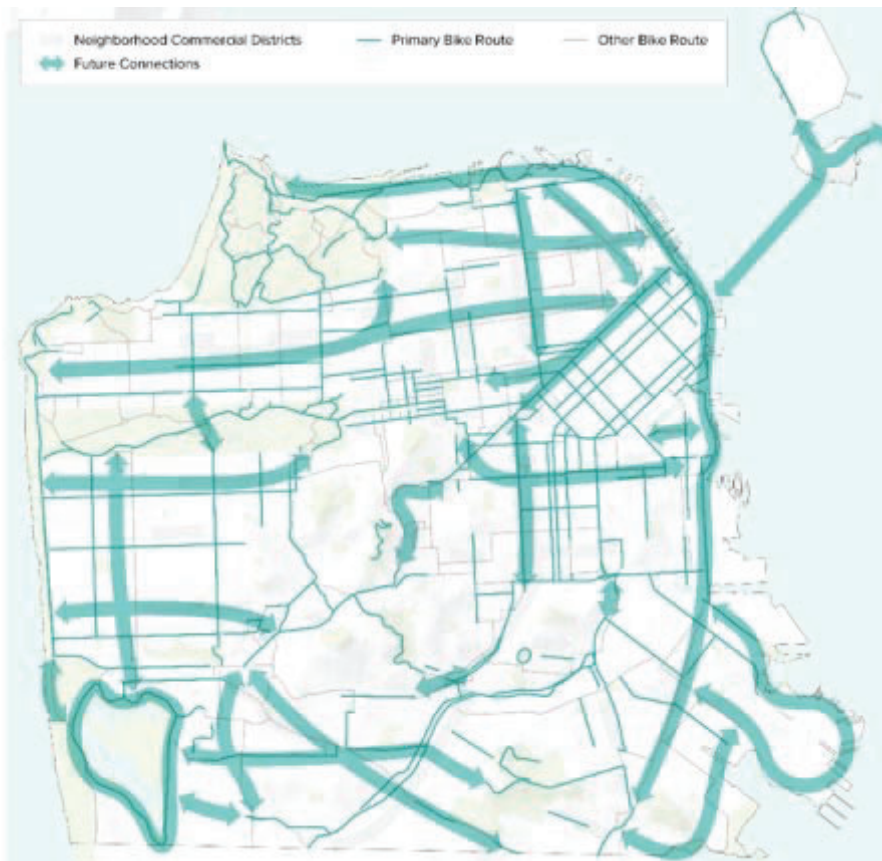
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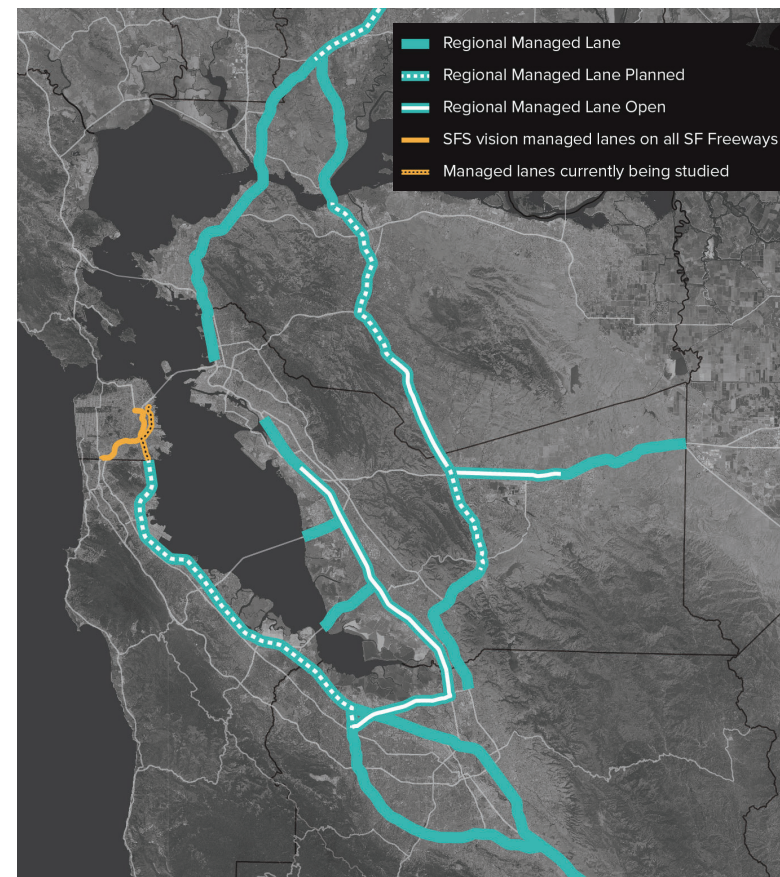
Streets and Freeways Strategy



Active Transportation Strategy



Regional Managed Lanes Network



Policy Initiatives and Strategies



- Climate Action Plan and Electrification
- Equity, Access and Affordability
- Priority Development Areas
- Vision Zero and Safe Routes to School
- New Mobility and Autonomous Vehicles
- Pricing and Demand Management
- Project Delivery



What is Coming Up?



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Sept '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar '22	April '22	May '22	June '22	July '22	Aug '22	Sept '22	Oct '22
Revenue Estimates, Needs, Performance Assessment									Draft Investment and Vision Plan				
					SFTP Outreach								
												Final Plan	

Transportation Element



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Thank You.



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Memorandum

AGENDA ITEM 11

DATE: November 24, 2021

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 12/07/2021 Board Meeting: Update on Schedule and Outreach Efforts for Development of a New Expenditure Plan for the Half-Cent Sales Tax

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

At the direction of the Board, we have been working to develop a New Expenditure Plan for Prop K, the half-cent transportation sales tax measure approved by voters in November 2003. After consulting with Chair Mandelman and Vice Chair Peskin and per their guidance, we recently shifted our efforts to focus on the November 2022 election rather than June 2022, given the potential impacts of a statewide initiative for a constitutional amendment titled "The Taxpayer Protection and Government Accountability Act." The initiative would require any proposed tax seeking voter approval be consolidated with a regularly scheduled general election for members of the governing body of the local government, with few exceptions. The initiative would apply retroactively to any tax adopted after October 1, 2021. The initiative has just received state approval to gather signatures and we are advised that the measure could qualify for and meet the simple majority threshold for passage at the November 2022 ballot. Thus, rather than risk voiding a measure approved in June 2022 and needing to go back to the voters a second time, we are refocusing our efforts on November 2022. This memo provides an update on timeline for development of a New Expenditure Plan, including extending the Expenditure Plan Advisory Committee's meeting schedule into February 2022 (Attachment 1), and other outreach we have underway.

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



BACKGROUND

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed more than \$1.9 billion in half-cent sales tax funding citywide.

The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (under construction), Muni Central Subway, and reconstruction of Doyle Drive, now known as Presidio Parkway. It also makes a big difference in people's lives through smaller projects like traffic calming, street repaving projects, paratransit service for seniors and persons with disabilities, protected bicycle lanes, new and upgraded signals, and, during the pandemic, taxi rides home for essential workers.

The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities, designating eligible sponsoring agencies, and establishing limits on sales tax funding by Expenditure Plan line item. It also sets expectations for leveraging of sales tax funds with other federal, state, and local dollars to fully fund the Expenditure Plan programs and projects and includes policies for program administration. Finally, the current Prop K Expenditure Plan requires that the Transportation Authority Board establish an Expenditure Plan Advisory Committee (EPAC) to help develop a new Expenditure Plan.

DISCUSSION

As noted in the Summary section, we have recently shifted our efforts to focus on the November 2022 election rather than June 2022. We were recently informed by the City Attorney's Office of a statewide initiative for a constitutional amendment ("The Taxpayer Protection and Government Accountability Act") that would, among many other things, void the sales tax measure if approved by voters at the June 2022 election. The initiative would require any proposed tax seeking voter approval be consolidated with a regularly scheduled general election for members of the governing body of the local government, with few exceptions. The initiative would apply retroactively to any tax adopted after October 1, 2021.

The initiative has just received state approval to gather signatures and we are advised that the measure could qualify for and meet the simple majority threshold for passage at the November 2022 ballot. Thus, rather than risk voiding a measure approved in June 2022 and needing to go back to the voters a second time, and per the guidance of the Transportation Authority Chair and Vice Chair, we are refocusing our efforts on November 2022.

In June 2021, when the Board approved the original schedule and process for development of a new Expenditure Plan (Resolution 21-51) targeting the June 2022 election, we had



flagged that it was adaptable to a November 2022 election, if directed by the Board. We are still seeking to confirm meeting dates for calendar year 2022; however, our initial look at the revised schedule includes:

- Extending EPAC meetings into February 2022 when they would approve the final Expenditure Plan
- Transportation Authority Board public hearing and action to approve the Expenditure Plan in March 2022
- Metropolitan Transportation Commission action to approve the Expenditure Plan in April 2022
- Board of Supervisors Action to approve the Expenditure Plan and place the sales tax measure on the ballot in May-July 2022
- November 8, 2022 election

We are currently checking in with EPAC members to confirm their willingness to continue to serve on the EPAC for 3-4 additional meetings, extending their service from December 2021 through February 2022. We anticipate being able to provide a more detailed revised schedule by the time we post the agenda materials for the December 7 Board meeting.

EPAC Update. The EPAC has been meeting virtually twice a month since early September. The current roster is included as Attachment 1. Agendas and other meeting materials are posted online at the project website (www.sfcta.org/ExpenditurePlan) and on the Transportation Authority's meetings, agendas and events calendar (www.sfcta.org/events).

The goal of the EPAC is to help shape the New Expenditure Plan and ultimately, recommend that the Transportation Authority Board approve the New Expenditure Plan for the ongoing half-cent sales tax for transportation and place it on the ballot. We are very grateful to all the EPAC members and alternates who continue to dedicate their time and energy toward this important effort. We are currently working with the EPAC to extend their meeting schedule into the new year given our extended timeline for the measure.

The EPAC has reviewed preliminary draft recommendations for a New Expenditure Plan (Attachment 2) and after receiving a lot of background information on program needs and benefits from project sponsors, the EPAC has recently begun discussing funding levels for different programs, policies around project prioritization, and program descriptions and project eligibility. Partner agency staff will continue to be available to the EPAC at its meetings to help answer any questions the EPAC may have. We are also appreciative of the time and effort our partner agencies have dedicated to supporting the EPAC deliberations.

New Expenditure Plan Outreach and Engagement. During prior presentations to the Board, we described the outreach and engagement strategy for the development of the New Expenditure Plan. The strategy is multifaceted and draws on lessons learned from other



projects at the Transportation Authority to help ensure that we hear from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Attachment 3 lists each of the outreach and engagement strategies and provides a status update for each. We will provide a summary of feedback received during the meeting.

Next Steps. The next virtual EPAC meeting is scheduled for December 9 from 6 to 8 pm. We will keep working with our agency partners while we move forward with our outreach and engagement strategy. We will continue to provide regular updates to the Board and Community Advisory Committee and have reached out to all of the Board offices to offer briefings.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The Community Advisory Committee will hear this item at the December 1, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – EPAC Roster as of November 18, 2021
- Attachment 2 – Preliminary Draft New Expenditure Plan (October 4, 2021)
- Attachment 3 – New Expenditure Plan Outreach and Engagement Plan Status



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2021 Expenditure Plan Advisory Committee Roster - Updated November 15, 2021

Affiliation/ Representation	District	Organization	Member	Alternate
Equity Priority Community: Bayview	10	EDoT Bayview	Earl Shaddix	
Equity Priority Community: Bayview	10	FACES SF	Susan Murphy	Melvin Parham
Equity Priority Community: Chinatown	3	Chinatown Community Development Center & SFCTA Community Advisory Committee	Rosa Chen	
Equity Priority Community: Excelsior	11	Excelsior Action Group	Mel Flores	Maribel Ramirez
Equity Priority Community: Inner Mission	9	N/A	Yensing Sihapanya	
Equity Priority Community: Outer Mission/Ingleside	11	OMI Cultural Participation Project	Maurice Rivers	
Equity Priority Community: Tenderloin	6	Tenderloin Street Safety Task Force	Eric Rozell	
Equity Priority Community: Western Addition	5	New Community Leadership Foundation	Majeid Crawford	
Neighborhoods/Communities	1	N/A	Jay Bain	
Neighborhoods/Communities	2	N/A	Wesley Tam	
Neighborhoods/Communities	4	N/A	Maelig Morvan	
Neighborhoods/Communities	7	Community Living Campaign	Joan Van Rijn	
Neighborhoods/Communities	8	N/A	Aaron P. Leifer	
Advocacy: Environment		League of Conservation Voters	Amandeep Jawa - EPAC Chair	
Advocacy: Equity		PODER	Jessie Fernandez	
Advocacy: Modal, Bike		San Francisco Bicycle Coalition	Chris White	
Advocacy: Modal, Transit		San Francisco Transit Riders	Zack Deutsch-Gross	
Advocacy: Modal, Walk		Walk San Francisco	Jodie Medeiros	
Advocacy: Seniors and People with Disabilities		Self Help for the Elderly	Anni Chung - EPAC Vice Chair	



Affiliation/ Representation	District	Organization	Member	Alternate
Advocacy: Seniors and People with Disabilities		Senior and Disability Action	Pi Ra	
Advocacy: Youth		San Francisco Youth Commission	Calvin Quick	Sasha Hirji
Business/Civic: Civic		SPUR	Sujata Srivastava	
Business/Civic: Labor		San Francisco Labor Council	Kim Tavaglione	
Business/Civic: Large Businesses		San Francisco Chamber of Commerce	Rodney Fong	Daniel Hertzstein
Business/Civic: Small Businesses		San Francisco Council of District Merchants Associations	Maryo Mogannam	
Business/Civic: Small Businesses		San Francisco Small Business Commission	Sharky Laguana	
Business/Civic: Tourism/Visitors		San Francisco Travel Association	Jessica Lum	Cassandra Costello

Total number of EPAC seats: 27

Total confirmed EPAC members: 27



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NEW TRANSPORTATION EXPENDITURE PLAN FOR SAN FRANCISCO

Preliminary Draft, Revised 10/4/2021

NEW EP CATEGORY - SUBCATEGORY - PROGRAM	MAXIMUM FUNDING (2020 MILLION\$*)	PERCENT OF TOTAL**
Major Transit Projects	\$556.5	23.3%
Muni Reliability and Efficiency Improvements	\$110.0	4.6%
Muni Rail Core Capacity	\$57.0	2.4%
BART Core Capacity	\$50.0	2.1%
Caltrain Service Vision: Capital System Capacity Investments	\$10.0	0.4%
Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$329.5	13.8%
Transit Maintenance & Enhancements	\$1,049.0	43.9%
Maintenance, Rehabilitation and Replacement	\$936.8	39.2%
Muni — Vehicles	\$453.7	19.0%
Muni — Facilities	\$118.5	5.0%
Muni — Guideways	\$238.8	10.0%
BART	\$21.3	0.9%
Caltrain	\$100.0	4.2%
Ferry	\$4.5	0.2%
Transit Enhancements	\$112.2	4.7%
Transit Enhancements	\$38.2	1.6%
BART Station Access, Safety and Capacity	\$9.3	0.4%
New Bayview Caltrain Station	\$27.7	1.2%
Mission Bay Ferry Landing	\$7.0	0.3%
Next Generation Transit Investments	\$30.0	1.3%
Paratransit	\$205.4	8.6%
Streets and Freeways	\$440.4	18.4%
Maintenance, Rehabilitation and Replacement	\$122.7	5.1%
Street Resurfacing, Rehabilitation and Maintenance	\$105.0	4.4%
Pedestrian and Bicycle Facilities Maintenance	\$17.7	0.7%
Safe and Complete Streets	\$274.7	11.5%
Safer Streets (signals, traffic calming, bikes and peds)	\$226.9	9.5%
Curb Ramps	\$23.9	1.0%
Tree Planting	\$23.9	1.0%
Freeway Safety and Operational Improvements	\$43.0	1.8%
Vision Zero Ramps	\$8.0	0.3%
Managed Lanes and Express Bus	\$15.0	0.6%
Transformative Freeway & Major Street Projects	\$20.0	0.8%
Transportation System Development & Management	\$162.0	6.8%
Transportation Demand Management	\$30.0	1.3%
Transportation, Land Use and Community Coordination	\$132.0	5.5%
Neighborhood Transportation Program	\$40.0	1.7%
Equity Priority Transportation Program	\$40.0	1.7%
Development Oriented Transportation	\$42.0	1.8%
Citywide / Modal Planning	\$10.0	0.4%
Total Draft Expenditure Plan	\$2.413 billion	101.1%
Total Draft Revenue Forecast	\$2.383 billion	

* All funding amounts are in millions of 2020 dollars.

** EP percentages are based on a percent of the conservative 30-year revenue forecast. We may add additional funding based on a more optimistic forecast.

*** EP percentages do not add up to 100% of the conservative 30-year revenue forecast in this preliminary draft, and totals may not add up due to rounding errors.



**Attachment 3.
New Expenditure Plan Outreach and Engagement Strategy
Status as of November 22, 2021**

Engagement Method	Description	Schedule
Community Interviews	One-on-one discussions with community members living in, working in, or serving Equity Priority Communities, to learn about transportation priorities in their communities	Completed eight (8) interviews, July through September 2021 Summary provided to the EPAC on November 18, 2021
Non-English Focus Groups	Focused discussions in Spanish, Chinese and Russian, in partnership with community-based organizations and targeting mono-lingual communities who are difficult to reach through other means, to get feedback on potential investment types	Completed three (3) focus groups in October 2021 Summary provided to the EPAC on November 18, 2021
Town Hall Meetings	Broad public meetings which will be recorded and posted online	Completed 1 town hall in November 2021; tentative planning for one (1) additional in January 2022
Expenditure Plan Advisory Committee (EPAC)	A diverse group of 27 representatives convened to provide input and ultimately recommend that the Transportation Authority Board approve a new Expenditure Plan for the ongoing sales tax for transportation and place it on the ballot. The EPAC will be meeting approximately twice a month in public virtual meetings. Meeting agendas and materials are posted on our website at www.sfcta.org/expenditureplan	Ongoing meetings September 2021 - February 2022
Online Survey	An online questionnaire to get feedback on potential investment types; available in English, Spanish, Chinese and Filipino	Ongoing: live online at www.sfcta.org/expenditureplan Summary of responses to date provided to the EPAC on November 18, 2021
Joining Existing Meetings	Presentations and discussions with organizations that are regularly meeting to get feedback on potential investment types and educate the public	Ongoing through March 2022
Traditional, Social, and Multi-lingual Media	Multi-modal media strategy to educate the public about the new expenditure plan effort and engagement opportunities	Ongoing through March 2022



Voter Opinion Survey	A statistically-significant telephone and online survey of registered voters to help inform ballot measure timing and messaging	Planned for early 2022
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Memorandum

AGENDA ITEM 12

DATE: November 23, 2021
TO: Transportation Authority Community Advisory Committee
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 12/1/2021 Community Advisory Committee Meeting: State and Federal Legislation Update

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

There has been significant state and federal legislative activity since the last Transportation Authority staff update, including President Biden signing the \$1.2 trillion federal Infrastructure Investment and Jobs Act (IIJA). This historic investment will provide \$681 billion for transportation over five years, including a significant increase in transit formula funds for the Bay Area and over \$100 billion in new competitive grant programs for transit, bridges, active transportation, and electrification infrastructure. On November 19, the House passed its federal reconciliation package (Build Back Better), a nearly \$2 trillion climate and social spending bill, and sent it to the Senate for consideration. At the state level, negotiations continue between the Legislature and Governor Newsom about the use of state budget surplus funds for transportation projects throughout the state. We are working with the Metropolitan Transportation Commission (MTC) to advance Bay Area transportation priorities for any available new funding. MTC's summary of the IIJA bill can be found in Attachment 1 and a summary of Build Back Better is in Attachment 2. MTC's summary of the ongoing state budget discussions can be found in Attachment 3 and Attachment 4 includes a draft letter from MTC to Governor Newsom outlining Bay Area priorities for surplus funds. At the meeting, staff will highlight the potential impact of these legislative efforts for San Francisco and seek feedback from Community Advisory Committee members.

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



BACKGROUND

San Francisco's transportation system relies on state and federal funding to delivery critical transit and roadway projects, including both expansion and state of good repair projects. These sources are also key to advancing the region's Sustainable Communities Strategy, known as Plan Bay Area 2050, which the MTC and Association of Bay Area Governments approved in October. The IIJA bill, Build Back Better, and the potential state general fund revenues represent unique opportunities to leverage Proposition K sales tax revenues and other sources to deliver San Francisco's transportation priorities. The passage of the IIJA bill is incredibly significant as it will boost the total amount of federal transportation funding and will guide federal investment policies for at least the next five years.

DISCUSSION

Federal IIJA and Reconciliation Package. On November 15, President Biden signed the \$1.2 trillion IIJA bill, which will invest in transportation, water, broadband, and power infrastructure as well as resilience investments. Transportation infrastructure is by far the largest component of the bill, which combines a roughly \$475 billion five-year surface transportation reauthorization (a 56 percent increase above Congress's last five-year transportation bill) with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen federal grant programs over five years. Attachment 1 provides a high-level summary of the IIJA that was prepared by MTC staff.

The deal to advance this historic bill was politically tied to the nearly \$2 trillion Build Back Better bill which contains additional spending for transportation, including \$10 billion for high speed rail, \$10 billion for transit grants via a new Affordable Housing Access Program, \$4 billion for a new Community Climate Incentive Program, \$4 billion for neighborhood access and equity grants, and \$29 billion to support states and local governments in rapid deployment of zero emission vehicles and other clean energy technologies, as well as and additional investments in programs to combat climate change and increase infrastructure resiliency. Attachment 2 includes the Biden Administration's high-level summary of the bill. We anticipate significant changes to the bill in the Senate, however, so it is unclear whether these programs will make it into the final spending package.

State Budget Surplus. California's Fiscal Year (FY) 2021/22 State Budget was enacted in July and included \$3.4 billion from the General Fund surplus for public transit, active transportation, grade crossings and climate adaptation, with the caveat that the funding would be subject to agreement between the Legislature and the Governor primarily with regard to spending for the California High Speed Rail project. No agreement was reached by the October 9 deadline, so the \$3.4 billion reverted to the General Fund. However, there is continued interest from leadership in the Legislature in including General Fund support for local transit capital projects in particular, potentially through an early-action FY 2022/2023 budget action in the Spring. MTC staff's summary of latest developments, presented at its November 12 Legislation Committee meeting, is included as Attachment 3.

The MTC memo also discusses recent regional efforts to advance Bay Area interests in any future state transportation spending bill. We are supportive of this coordinated regional



advocacy, which is key for the Bay Area to compete well for funding that is needed to advance implementation of Plan Bay Area 2050. We have been in ongoing discussions with MTC through the Bay Area County Transportation Agencies (BACTA) group, where we have advocated for the near-term funding needed to deliver San Francisco projects such as SFMTA Core Capacity, the Yerba Buena Island West Side Bridge Seismic Retrofit, elements of the Caltrain Downtown Extension projects. At its Legislation Committee meeting on November 12, MTC staff circulated a draft letter (see Attachment 4) to the Governor that was developed through conversations with the BACTA group, transit operator General Managers, and others, as well as in consultation with members of Bay Area legislative delegation and its own Commission leadership. We are working with staff to try to include specific project examples (from San Francisco and across the region) to the letter and are currently considering requesting additional COVID relief funding for transit operations to help further delay the financial cliff many are still facing once federal relief funding is fully expended.

At the CAC meeting, staff will provide an overview of the elements of these programs that could most impact transportation funding for San Francisco and seek feedback to inform future advocacy efforts.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - MTC Summary of the Federal IIJA (distributed to the Bay Area Partnership Legislation Committee on November 8)
- Attachment 2 - Biden Administration's Summary of the Build Back Better Bill
- Attachment 3 - MTC Update on State Budget Activity
- Attachment 4 - Draft Letter from MTC to Governor Newsom Regarding State Surplus Funding

Infrastructure Investment and Jobs Act Summary October 28, 2021

As early as this week, Congress is expected to pass the *Infrastructure Investment and Jobs Act*, or IIJA ([H.R. 3684](#)), a roughly \$1 trillion transportation, water, broadband and electric grid infrastructure bill that's intended to deliver on a portion of President Biden's jobs, climate and equity agenda. It is widely expected that the IIJA will be supplemented by a "Build Back Better" spending package expected to be slightly below \$2 trillion. A summary of the infrastructure bill follows.

The IIJA would invest nearly \$1 trillion in transportation, water, broadband, and power infrastructure as well as resilience investments. Of this amount, approximately \$550 billion would be *new* spending (the nearly \$1 trillion dollar amount reflects the cost to also maintain existing spending levels for certain infrastructure, including surface transportation and water). Total spending amounts by infrastructure category are detailed in the chart below.

Infrastructure Investment and Jobs Act Spending Categories (\$ in Billions)

Infrastructure Category	Funding Amount
Surface Transportation	\$639
<i>FAST Act Reauthorization</i>	<i>\$477</i>
<i>IIJ Act Stimulus (supplemental spending)</i>	<i>\$157</i>
<i>Electric & Low Emission School Buses</i>	<i>\$5</i>
Airports	\$25
Ports and Waterways	\$17
Water Infrastructure	\$91
Broadband	\$65
Power Infrastructure	\$65
Resilience, Western Water Storage and Environmental Remediation	\$71
Transportation Total	\$681
Other Infrastructure Total	\$292
Total	\$973

Source: MTC analysis of [H.R. 3684](#), Eno Transportation Weekly and White House Fact Sheet

Transportation - \$681 billion

Transportation infrastructure is by far the largest component of the infrastructure bill. Regarding surface transportation, the bill combines a roughly \$475 billion five-year surface transportation reauthorization—a 56 percent increase above Congress's last five-year transportation bill, the Fixing America's Surface Transportation (FAST) Act—with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen grant programs over five years. We estimate that the bill would provide about \$4.5 billion in "guaranteed" funding for the Bay Area via the highway and transit formula funds that MTC distributes. We

also expect Bay Area projects to receive a share of the state's \$4.25 billion in bridge repair funds and dedicated resources for zero emission vehicle charging and resilience projects. Attachment A provides a more detailed overview of the surface transportation provisions of the bill.

The most unprecedented element of the deal is in the scale of new discretionary grants that would be administered by the U.S. Department of Transportation (USDOT); the bill would authorize approximately \$140 billion in competitive grant funding that could help fund Bay Area surface transportation priorities). See page 3 of Attachment A for additional details on the discretionary grants.

The bill would also provide funding for airports, ports and waterways, as shown in the chart on Page 1.

Water Infrastructure

Water infrastructure would be funded at approximately \$91 billion and—similar to surface transportation—includes a reauthorization of drinking and wastewater funding (\$36 billion) and provides supplemental one-time stimulus funding to targeted programs. Nearly \$53 billion would be distributed through the existing drinking water and clean water state revolving loan funds (\$26.4 billion each) which provide grants to states for loans supporting water infrastructure and water quality improvement projects. An additional \$15 billion would be available for lead pipe replacement (to be administered through drinking water state revolving loan funds) and \$10 billion to address emerging pollutants. The remaining funding would be distributed through various other programs.

Broadband/High-Speed Internet

The IIJA provides \$65 billion to help build out broadband infrastructure, assist states with developing and implementing digital equity plans, and to subsidize the cost of Internet service for low-income households. Of the funding, \$42.5 billion would be reserved for a U.S. Department of Commerce broadband buildout grant program for states. Each state would receive a minimum of \$100 million; remaining grant funding would be determined via a formula based on each state's proportionate number of underserved and high-cost locations. Another significant component of the broadband proposal is a \$30/month voucher low-income families may use for Internet service (\$14.2 billion cost). This subsidy builds on the existing Emergency Broadband Benefit established during the pandemic, removing any sunset date for the benefit and expanding eligibility to more low-income households. An estimated 10.6 million Californians would be eligible for the benefit, according to a [White House fact sheet](#).

Power Infrastructure and Clean Energy

The IIJA includes \$65 billion to upgrade power infrastructure and increase energy efficiency, creates a new Grid Deployment Authority, and invests in clean energy research and technology. Investments of interest include: \$5 billion in grants to states, grid operators, and other entities to harden the electric grid against extreme weather events, \$5 billion for demonstration projects aimed at hardening and enhancing grid resilience, \$3 billion for the [Smart Grid Investment Matching Grant Program](#) with expanded eligibilities to include improvements that increase flexibility in responding to natural disasters and fluctuating demand, \$8 billion to establish at least four regional clean hydrogen hubs, \$550 million for the Energy [Efficiency and](#)

Conservation Block Grant Program to support state and local governments in investing in energy efficiency and conservation projects and \$225 million for a Department of Energy competitive grant program for states or regional partnerships to update their building energy codes.

Resilience, Western Water Storage, Environmental Remediation

The bill would provide about \$71 billion for resilience, western water storage and remediation, including funding for wildfire resilience, flood mitigation, and ecosystem restoration. Regarding wildfires, the bill includes \$3.3 billion for wildfire risk reduction efforts, including controlled burns, community wildfire defense grants, and funds to boost federal firefighter salaries. The bill would additionally provide \$2 billion for federal ecological restoration projects to support fuel reduction. Other investments of interest:

- \$3.5 billion to supplement the Weatherization Assistance Program that reduces energy costs for low-income households¹
- \$1 billion is provided for the Federal Emergency Management Administration (FEMA)’s Building Resilient Infrastructure and Communities (BRIC) grants
- \$1 billion for a new grant program for states and local governments to develop and implement cybersecurity plans
- \$24 million for San Francisco Bay restoration (funds will go to EPA) and \$132 million for the National Estuary Program, of which **an estimated \$4.5 million would come directly to the San Francisco Estuary Partnership** over five years (\$900,000/year). This would more than double the Partnership’s current annual federal funding of approximately \$700,000.
- \$17 billion for Army Corps of Engineers flood mitigation and waterways management planning and projects, including \$11.6 billion for construction (intended to support both unfunded projects in the Army Corps pipeline and new construction).²
- More than \$8 billion for water storage, recycling, and ecosystem restoration intended to help make California and other western states more resilient to drought
- \$1.2 billion over five years for brownfield remediation
- \$3.5 billion for superfund remediation

¹ Weatherization funding could also be categorized under “power infrastructure and clean energy” funding.

² Based on external infrastructure bill analyses, staff attributed Army Corps funding to the “resilience” category, though a portion of the \$17 billion most likely accounts for a significant amount of the “ports and waterways” funding listed in the chart on Page 1.

Build Back Better Framework

The Build Back Better Act will create millions of good-paying jobs, enable more Americans to join and remain in the labor force, spur long-term growth, reduce price pressures and set the United States on course to meet its clean energy ambitions.

Investments in Children, Families and Caregiving that Grow the Economy's Capacity

- **Universal Preschool for all 3- and 4-year Olds:** Expand access to free high-quality preschool for more than 6 million children. This is a long-term program, with funding for six years.
- **Affordable High Quality Child Care:** Limit child care costs for families to no more than 7% of income, for families earning up to 250% of state median income. It enables states to expand access to about 20 million children. Parents must be working, seeking work, in training or taking care of a serious health issue. This is a long-term program, with funding for six years.
- **Affordable, High-Quality Care for Hundreds of Thousands of Older Americans and People with Disabilities in Their Homes and Communities:** Strengthening an existing program through Medicaid and ending the existing backlog and improving working conditions for home care workers
- **Expanded Child Tax Credit:** Extend for one year the current expanded Child Tax Credit for more than 35 million American households, with monthly payments for households earning up to \$150,000 per year. Make refundability of the Child Tax Credit permanent.

Investments in Clean Energy and Combatting Climate Change

- **Clean Energy Tax Credits (\$320 billion):** Ten-year expanded tax credits for utility-scale and residential clean energy, transmission and storage, clean passenger and commercial vehicles, and clean energy manufacturing.
- **Resilience Investments (\$105 billion):** Investments and incentives to address extreme weather (wildfires, droughts, and hurricanes, including in forestry, wetlands, and agriculture), legacy pollution in communities, and a Civilian Climate Corps.
- **Investments and Incentives for Clean Energy Technology, Manufacturing, and Supply Chains (\$110 billion):** Targeted incentives to spur new domestic supply chains and technologies, like solar, batteries, and advanced materials, while boosting the competitiveness of existing industries, like steel, cement, and aluminum.
- **Clean Energy procurement (\$20 billion):** Provide incentives for government to be purchaser of next gen technologies, including long-duration storage, small modular reactors, and clean construction materials.

Affordable Care for Millions of Hardworking Americans

- **Affordable Care Act Premium Tax Credits:** Extend the expanded Affordable Care Act premium tax credits through 2025. Experts predict that more than 3 million people who would otherwise be uninsured will gain health insurance. Also make Affordable Care Act premium tax credits available through 2025 to 4 million uninsured people in uncovered states.
- **Allow Medicare to cover the cost of hearing.** Establish a hearing benefit in Medicare, a crucial benefit to our seniors for a reasonable cost.

Bringing Down Costs, Reducing Inflationary Pressures, and Strengthening the Middle Class

- **Housing:** \$150 billion investment in housing affordability and reducing price pressures, including in rural areas. Funds go towards building more than 1 million new affordable rental and single-family homes, rental and down payment assistance, and public housing.
- **Education Beyond High School and Workforce Development:** Reduce costs and expand access to education beyond high school by raising the maximum Pell grant, providing support to Historically Black Colleges & Universities (“HBCUs”), Hispanic Serving Institutions (HSIs), Minority Serving Institutions (“MSIs”), and Tribal Colleges and Universities (“TCUs”), and investing in workforce development, including community college workforce programs, sector-based training, and apprenticeships.
- **Earned Income Tax Credit for 17 Million Low-Wage Workers:** Extend for one year the current expanded Earned Income Tax Credit for childless workers.
- **Equity and Other Investments:** Other targeted investments including maternal health, community violence initiatives, Native communities, disadvantaged farmers, nutrition, pandemic preparedness, supply chain resilience, and other areas.

Improve Our Immigration System Consistent with the Senate’s Reconciliation Rules.

Policy	\$ billion
Child Care and Preschool	400
Home Care	150
Child Tax & Earned Income Tax Credits	200
Clean Energy and Climate Investments	555
ACA Credits, Including in Uncovered States	130
Medicare Hearing	35
Housing	150
Higher Ed and Workforce	40
Equity & Other Investments	90
Total	1750
<i>Immigration</i>	<i>100</i>

Offsets: Ask Largest Corporations and Highest Income Americans to Pay Fair Share and Reduce Cost of Prescription Drugs

The plan is more than fully paid for by asking the wealthiest Americans and most profitable corporations to pay their fair share. It does not raise taxes on small business and anyone making less than \$400,000 per year. It will also generate economic growth that will increase tax revenue and contribute to deficit reduction.

Stop Profitable Corporations from Paying Zero in Tax and Stop Rewarding Corporations That Buyback Stock Rather than Invest in the Company

- 15% Corporate Minimum Tax on Large Corporations
- 1% Surcharge on Corporate Stock Buybacks

Stop Rewarding Corporations for Shipping Jobs and Profits Overseas

- Global Minimum Tax: Consistent with OECD and with appropriate effective date for 15%, Country-by-Country
- Penalty Rate for Foreign Corporations Based in Non-Compliant Countries (i.e. Base Erosion and Anti-Abuse Tax)

Ask Highest Income Americans to Pay Their Fair Share

- New Surtax on Multi-Millionaires and Billionaires
- Close Medicare Self-Employment Tax Loophole by Strengthening the Net Investment Income Tax for Those Making Over \$400,000
- Continue Limitation on Excess Business Losses

Tax Compliance

- Invest in IRS Enforcement.

Repeal of Trump Administration Rebate Rule, Which Would Have Increased Seniors' Drug Premiums

Offsets – Estimates, Subject to Confirmation	\$ billion
15% Corporate Minimum Tax on Large Corporations	325
Stock Buybacks Tax	125
Corporate International Reform to Stop Rewarding Companies That Ship Jobs and Profits Overseas	350
AGI Surcharge on the Top 0.02%	230
Close Medicare Tax Loophole for Wealthy	250
Limit Business Losses for the Wealthy	170
IRS Investments to Close the Tax Gap	400
Prescription Drugs: Repeal Rebate Rule	145
Up to a Total of:	1995

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

November 12, 2021

Agenda Item 4b

Bay Area Strategy for State Funding Opportunities

Subject:

Update on the latest developments related to transportation receiving additional funding from the state's General Fund surplus and efforts to develop a coordinated Bay Area transportation funding advocacy strategy.

Summary:

Background The FY 2021-22 State Budget enacted in July included \$3.4 billion for public transit, active transportation, grade crossings and climate adaptation, however the appropriation was reversed in October and the funds reverted to the General Fund. This occurred because the appropriation included a provision requiring enactment of subsequent legislation by October 9. No legislation was approved to satisfy this requirement. These funds were part of the Newsom Administration's overall transportation package that included a request for funding for high-speed rail. Once it became clear no such agreement would be reached, there was no path to finalize the trailer bill legislation for the other General Fund appropriations for transportation.

What's Ahead Assembly Speaker Anthony Rendon and Assembly Transportation Committee Chair Laura Friedman have indicated their continued interest in including General Fund support for local public transit in an early action budget item in the context of further discussions over high-speed rail funding. MTC has an important role to play in developing a unified Bay Area advocacy strategy for this unique funding opportunity.

There are a number of key factors that will influence how much funding is ultimately appropriated to local transportation programs from the General Fund and the purposes and structure of the programs, including the following:

- **Size of the budget surplus:** The latest information from the Legislative Analyst's Office suggests the surplus could be in the range of \$12 billion - \$30 billion, with approximately 40% of that as net surplus after funding for education and rainy day funds.

- **Leadership Support:** Legislative leadership appears to continue to support including public transit, active transportation, climate adaptation and grade crossings in a General Fund augmentation (i.e., the programs that were initially funded in the FY 2021-22 State Budget). The amount of funding to be provided to the various categories, the policy provisions of those programs, and the categories to receive funding will depend on both the size of the budget surplus and the extent of support by key budget negotiators, including legislative leadership, budget committee chairs, and the Administration.
- **Organized Advocacy:** The Bay Area will be most successful if we can speak with one voice. Staff have been collecting information from our local transportation partners, including the large transit operators and county transportation agencies to demonstrate the scale of the need in the region and to help inform potential program changes that could be attached to the appropriation to ensure that our top priorities are well positioned to receive funding from competitive programs. While it will be helpful to have some degree of specificity in any Bay Area regional request, we will need to be nimble and structure it in a way that we can quickly respond to changing circumstances as budget negotiations evolve.

Next Steps:

Staff will present a Bay Area budget strategy to unify the region's transportation agencies and key stakeholders around a joint advocacy message at your meeting. We look forward to hearing the Committee's feedback and answering any questions you may have.



Alix A. Bockelman

Draft Sign on Letter for MTC & Other Bay Area Transportation Stakeholders

November 17, 2021

Dear Governor Newsom,

As you prepare your proposed State Budget for FY 2022-23, the undersigned San Francisco Bay Area organizations urge you to maintain your strong commitment to public transit, active transportation and climate adaptation for transportation infrastructure. As negotiations on high-speed rail funding and an accompanying transportation funding package resume from the last session when those monies reverted to the General Fund, we call upon you to champion these programs even more prominently and stand ready to assist with a unified Bay Area transportation advocacy agenda built on three key points:

- Support High Speed Rail
- Direct General Fund surplus revenues to transportation commensurate with its extraordinary needs
- Prioritize public transit, active transportation and climate adaptation and use proven approaches to ensure geographic balance and consideration of regional priorities.

We Support High Speed Rail

We support an appropriation of Proposition 1A funds to continue construction of the High-Speed Rail segment from Bakersfield to Merced, vital to the statewide system that will ultimately connect to the Bay Area. Critically, many of our region's major transit expansion projects that have been supported by the voters as well as prior state and federal funds, including Diridon Station, the Caltrain Downtown Rail Extension, and Caltrain Electrification are integrally linked to High Speed Rail. Some still require significant additional investment and will only realize their full potential when high-speed rail connects to the Bay Area. Additionally, the state's unwavering commitment to high-speed rail is essential to compete for \$46 billion in new competitive grants in the recently-passed federal Infrastructure Investment and Jobs Act (IIJA).

Transportation Needs Warrant Significant GF Surplus Investment

Assuming a budget surplus in the \$30 billion-\$40 billion range, we support a \$10 billion General Fund commitment to transportation that provides at least \$5 billion for public transit, at least \$1.5 billion for active transportation, and at least \$500 million for transportation-related climate adaptation—all investments advanced in last year’s budget negotiations. For the remainder, other important underfunded needs include local road and bridge preservation, green goods movement projects, railroad grade crossings, and highway mobility improvements to help buses and carpools offer a more reliable trip than driving alone.

Why such a large investment in transportation now? Despite passage of the IIJA, our state’s transportation needs still greatly exceed available resources at the local/regional, state and federal levels and infrastructure is a wise investment of one-time funds. For a sense of the magnitude statewide, in the nine-county Bay Area alone, our six largest transit operators have identified \$10 billion in capital funding shortfalls (net of secured funds) over the next four years and \$17 billion over the next 5-10 years. This includes, for example, transit fleet replacement and expansion for AC Transit, BART, SFMTA and VTA to achieve the state’s ambitious zero emission transit rules and meet future ridership demand and transformational transit projects that can commence or complete construction with a final infusion of funding, like BART to San Jose, BART Core Capacity, and Caltrain Electrification.

Likewise, active transportation and investing in strengthening the resilience of our infrastructure pay dividends beyond “mobility.” Equity is lifted up particularly as our poorest, most vulnerable communities suffer disproportionate gaps in bike and pedestrian safety and bear the brunt of climate change-driven impacts on the economy writ large, and on their communities in particular.

Steer Transit Funding Where It’s Most Needed and Ensure Geographic Equity

To build support for an augmentation of funds at this scale, it is essential to ensure that regions across the state will benefit and have some certainty about how much funding (at a minimum) they will receive. Specifically for transit, we recommend use of the well-established State Transit Assistance (STA) formula, with 75 percent of any General Fund transit augmentation allocated

to regional transportation planning agencies, such as MTC, for programming according to their region's priority transit needs (consistent with their state-mandated sustainable communities strategies (SCS) to reduce climate impacts associated with transportation) and 25 percent to the California State Transportation Agency (CalSTA) to augment the statewide competitive Transit and Intercity Rail Capital Program (TIRCP) program, which is heavily oversubscribed. Funding partnerships like this between the state, regional and local transit agencies can accelerate project delivery by streamlining the grant award process and are key to delivering benefits consistent with your office's vision and those of regions, such as Plan Bay Area 2050, the region's recently updated SCS.

Conclusion

On the heels of the COP 26 United Nations Climate Change Conference, California has an opportunity to invest our budget surplus to greatly accelerate implementation of your Climate Action Plan for Transportation Infrastructure, which recognizes the need for significant mode shift away from single-occupant vehicle travel to sustainable modes like transit, active transportation and carpooling. The faster we secure the funding to build this sustainable future, the closer we'll reach our urgent climate goals and provide a more affordable and equitable transportation system for Bay Area residents and those of all regions statewide.

Sincerely,

Alfredo Pedroza, MTC Chair

[Signatures of transit general managers, Executive Directors of partner organizations to follow...]