



AGENDA

Community Advisory Committee Meeting Notice

Date: Wednesday, February 23, 2022; 6:00 p.m.

Location: Watch <https://bit.ly/3G1i1Gh>

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2494 737 9551 # #

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, Kevin Ortiz, Eric Rozell, Kat Siegal, 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

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5. Community Advisory Committee Vacancy - **INFORMATION**

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 Peter Tannen (District 8 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.

End of Consent Agenda

6. Adopt a Motion of Support to Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests - **ACTION*** 21
- Projects:** SFMTA: Muni Metro Core Capacity Study (\$1,000,000), 20 MPH Speed Limit Reductions (\$750,000), Bike to Work Day 2022 (\$41,758). SFCTA: Muni Metro Core Capacity Study - Project Support and Technical Oversight (\$150,000).
7. San Francisco's Climate Action Plan 2021 Update - **INFORMATION*** 29
8. Update on the Development of a New Expenditure Plan for the Half-Cent Transportation Sales Tax - **INFORMATION*** 77

Other Items

9. Introduction of New Business - **INFORMATION**

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

10. Public Comment

11. Adjournment

12.

*Additional Materials

Next Meeting: March 23, 2022

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.

Item 3

Dear Fellow CAC Members:

I respectfully ask that you consider me for another term as Chair of the Transportation Authority Community Advisory Committee (CAC). I outline my qualifications and objectives below.

Qualifications

- I have served as the CAC Chair for the last four years and as the District 7 representative on the CAC for eight years.
- I have represented the CAC in making the Chair's Report before the Transportation Authority Board where I highlight key issues that surface at the meetings by CAC members and points gleaned from public comment at the CAC meetings.
- As Chair, I deploy an understanding of the budgetary and decision-making processes of the Transportation Authority to facilitate discussion. I also try to balance the order of running the meeting with lightness and humor to keep meetings on track but also relaxed and engaging.
- Even though we are in our second year of meeting remotely, I continue to strive to run the meetings in a timely manner while working to make sure that all voices are heard and issues are presented in a clear and understandable manner.

Objectives

We are still facing the challenges of restoring subway, light rail, and bus service coming out of the pandemic. The CAC is also presented opportunities to rethink how we plan and use transportation resources in our City, County, and Region. The Community Advisory Committee represents an opportunity for residents to have a direct impact on the transportation policies and planning decisions that will affect us. I continue to believe that a public-centered process always results in more successful long-term results for policymakers and the public. As Chair of the CAC I want to focus on accountability and equitable distribution of resources across all supervisorial districts as transportation is rethought and restored.

I am a 24+ year resident of Miraloma Park and West Portal and I have worked in the Civic Center and Downtown for over 20 years. Living in the middle of the City in District 7 and commuting to the urban core I have experienced the diverse modes of transportation in the City and County. Working predominately from home has focused my attention much more on the pedestrian, non-vehicular experience in our city. I will continue to work to ensure that the diverse perspectives of San Franciscans are heard, both people living in transportation corridors in underserved communities as well as the sometimes-overlooked outlying neighborhoods of San Francisco.

Some of the specific policy areas and objectives that continue to be important to me are:

- **Pedestrian Safety:** continued support of Vision Zero goals
- **Planning for the future:** restoration of services while being creative with resources
- **Impacts of decisions:** consider displacement and lack of affordability that often come with development, land use and transportation policy decisions
- **Accountability:** oversight of funding and progress on Van Ness BRT, Better Market Streets, Geary BRT, and ongoing monitoring of MUNI, BART and DTX funding.

Thank you for your consideration.

Sincerely,



David Klein,

A 3rd generation San Franciscan is looking forward to bringing years of experience in leading urban mobility partnerships and Chairing Oakland, CA government committees to continue being Vice Chair of the CAC. I'm excited about the opportunity to engage with city leaders and employees, private industry, and especially public transit rider to improve the efficiency, capacity, and inclusiveness of those services.



DRAFT MINUTES

Community Advisory Committee

Wednesday, December 1, 2021

1. Call to Order

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

Present at Roll: Nancy Buffum, Rosa Chen, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Sophia Tupuola (8)

Absent at Roll: Robert Gower and David Klein (2)

2. Chair's Report - INFORMATION

Chair Larson invited Community Advisory Committee (CAC) member Rosa Chen, who is serving on the Expenditure Plan Advisory Committee (EPAC) to give an update. Ms. Chen shared that in their most recent meeting, discussions were focused on the San Francisco Municipal Transportation Authority's (SFMTA's) paratransit program and whether and how to increase sales tax funding for this program within the preliminary draft New Expenditure Plan. She said the EPAC also received an update from staff on outreach that has been done to date. Ms. Chen shared that the next EPAC meeting will be held virtually on Thursday, December 9 at 6 p.m., where the EPAC will continue to discuss funding levels for various programs in the draft Expenditure Plan. Referring to an item later on the agenda she stated that the Transportation Authority is shifting its focus from the June 2022 election to the November 2022 election for a potential ballot measure, and as a result the EPAC schedule has been revised to extend the duration of the EPAC to February 2022, when they anticipate taking action to recommend a new Expenditure Plan.

Chair Larson acknowledged that Vision Zero efforts were of great interest to CAC members and others and encouraged people to watch or listen to the December 14 Transportation Authority Board meeting at 10 a.m. as there would be a presentation on severe injury trends and another on the final Vision Zero Action Strategy.

Chair Larson announced that it was member Stephanie Liu's last meeting with the CAC as her term was expiring in December and she would not be seeking reappointment. He shared his appreciation for her comments and questions both at CAC meetings and with staff in between meetings. He said that she would be missed and encouraged her to call in during public comment at future meetings.

Ms. Liu remarked that due to her term being mostly spent during the pandemic, it seemed to go by particularly quickly. She thanked members and staff for the experience, adding that she learned a great deal through the other committee members and the questions brought up during discussions. She thanked staff for being responsive to her questions and that she was impressed by the amount of knowledge and engagement from all involved.



On behalf of Transportation Authority staff, Maria Lombardo, Chief Deputy Director, echoed Chair Larson's appreciation for Ms. Liu's contributions to the CAC and encouraged her to stay in touch with the CAC and staff.

There was no public comment.

3. Nominations for 2022 Community Advisory Committee Chair and Vice Chair - INFORMATION

Nancy Buffum nominated John Larson for Chair and John Larson accepted. There were no further nominations for Chair.

John Larson nominated David Klein for Vice Chair in his absence. There were no further nominations for Vice Chair.

There was no public comment.

Consent Agenda

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

5. Approve the 2022 Community Advisory Committee Meeting Schedule - ACTION*

6. Community Advisory Committee Vacancy - INFORMATION

There was no public comment.

Jerry Levine motioned to approve the consent agenda, seconded by Sophia Tupuola.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

End of Consent Agenda

7. Major Capital Project: Better Market Street - INFORMATION

Cristina Calderón Olea, Project Manager, San Francisco Department of Public Works (SFPW), presented the item.

Jerry Levine, commented on the \$12 million soft costs budget, and asked what was all included in the soft costs.

Ms. Olea replied that soft costs include construction engineering and construction management costs - both of which involve SFPW and San Francisco Municipal Transportation Agency (SFMTA) staff. She added that there is also some budget for the Public Utilities Commission as they will be providing sewer work to improve drainage, as well as the installation of new catch basins along the curb ramps. She continued by stating that there are costs associated with diesel bus substitutions during the planned closures on Market Street.

Mr. Levine asked if they anticipate the \$12 million being sufficient for soft costs.

Ms. Olea replied that it is an estimate of their costs based off previous construction projects. She added that it also includes any work that is being performed by the city, such as traffic striping and the installation of new traffic signs.

Peter Tannen asked if during the off-peak hours and the closure periods, would bicycles be prohibited on Market Street.



Ms. Olea replied that bicycles would be detoured to Mission Street during the closures and non-peak hours. She added that if a bicyclist was going to a business along Market Street, they would have to dismount from their bike, and walk their bike on the sidewalk. She said the sidewalks will be open and they will always provide a throughway for pedestrians. Ms. Olea also noted that the street right-of-way has tight constraints such as no parking spaces and no gutter and with majority of the work being done in the curb lane, they don't want bikes riding in the center lane with the tracks.

Mr. Tannen stated that from reading the memo, the plans for handling bicycle trips during construction wasn't clear and suggested better highlighting that information in future memos.

Kevin Ortiz said he would like to see a breakdown of the soft costs.

Ms. Olea shared a slide with the soft costs breakdown.

Britt Tanner, SFMTA project staff noted that the soft cost breakdown had since been updated as the numbers are changing constantly and said that the numbers that were presented predated any addendums. She encouraged the CAC to look at the line items as providing a sense of scale as to what soft costs are anticipated.

Mr. Ortiz thanked Ms. Olea and Ms. Tanner and noted that the information provided was helpful and encouraged including this information in future materials.

During public comment Edward Mason inquired about the total amount of money spent over the last decade for Better Market Street, noting how the project scope and cost had expanded significantly over time. He also asked if taxi access would be restricted and asked what they are doing for the disabled community who may need to get to a location on the corridor.

Chair Larson invited Ms. Olea to respond to Mr. Mason's comments.

Ms. Tanner said that approximately \$23 million was spent on 30% design and environmental review for the full corridor. She added that phase 1 including the original design and subsequent re-design was approximately \$20 million.

Ms. Olea confirmed that \$43 million had been spent over the course of 11 years. She said the first project Memorandum of Understanding, among the five departments was signed in August of 2010. She said they completed 30% design for the full corridor in order to secure environmental clearance, and they created two designs for phase 1 because of the scope changes that happened in 2020.

With regard to the taxi access, Ms. Tanner replied that she didn't recall if they were allowed in the transit only lane or not, but the curb lane would be closed, and she would follow up once she got an answer.

Mr. Ortiz asked about the outreach to taxi drivers and asked what specific blocks would impact bicycle travel on Market Street, adding that he was a regular bike commuter to mid-Market.

Ms. Tanner said they have been in coordination with the Taxi Workers Alliance by attending their board/committee meetings and getting their feedback. She said most recently they have worked closely to develop a survey on the current restrictions on Market Street and the proposal to remove taxis from the center lane. With regard to the bike restrictions, she noted that bikes would be restricted between 8th and 5th streets from 7:30 a.m. to 7:30 p.m., but the peak direction would still remain open. She said they believe many people would find it more convenient to avoid Market Street during



construction, while others may shift their trips and try to get to work before 9:30 a.m. to take advantage of the bike lanes when open.

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

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

Chair Larson asked if the Junipero Serra Boulevard Pavement Renovation project would require the entire corridor to be shut down during construction, or if it would be implemented in phases.

Ramon Kong, SFPW, noted that the corridor was a major collector connecting I-280 with the Twin Peaks area, and said SFPW would work with SFMTA to minimize impacts from construction. He affirmed that work would be done in phases and said the project team was developing a phasing plan.

Mr. Tannen asked if the Page Slow Street project team had researched how slow streets had been implemented in other cities or countries.

Mark Dreger, SFMTA, answered affirmatively. He said each slow street was unique and said the project team was seeking ways for the slow street project to express the character of Page Street. He said the team was field testing designs for barriers and signage and would try to be innovative while drawing on best practices from other jurisdictions as relevant.

Mr. Tannen commented that it would be helpful if the agenda packet included maps of all the projects for which funds were being requested.

Nancy Buffum commented that the pedestrian crossings at the intersection of Ocean and Junipero Serra were very difficult, even for pedestrians crossing from the transit island. She pointed out that there was an elementary school nearby and many parents wouldn't allow their children to walk to school because of the dangerous conditions for pedestrians. She asked if anything could be done as part of the paving project to tie together neighborhoods divided by the corridor.

Mr. Kong said the scope of the paving project didn't include streetscape redesign and pedestrian improvements were limited to new curb ramps and crosswalk striping. He mentioned that a new traffic signal was being constructed as part of a separate project.

Chair Larson said he would reach out to Commissioner Melgar, the District 7 commissioner, to ask if any other pedestrian improvements were planned for the corridor.

Ms. Buffum commented that the St Francis Circle improvements had made a big difference and suggested the area around Ocean and Junipero Serra deserved improvements of similar quality.

Bryant Woo, SFMTA, acknowledged that the crossing at Ocean and Junipero Serra was wide. He said he had participated in the public outreach that followed the death of the elementary school student and said in addition to the new signal mentioned by Mr. Kong, SFMTA had ensured that painted crossings were in good shape, increased enforcement of the 15 mph speed zone, increased the number of crossing guards to three, extended crossing guard hours to accommodate late-arriving students, and



increased the pedestrian crossing time at the existing traffic signal.

Mr. Ortiz asked if public outreach for the Page Slow Street project had addressed impacts on businesses.

Mark Dreger said the Page Street project had been a unique effort and SFMTA had conducted deep outreach despite the difficulties caused by the COVID-19 pandemic. He said SFMTA staff was trying to speak with everyone, had conducted a survey, sent mailers, and said outreach efforts were continuing.

During public comment, Peter Belvin from the Potrero neighborhood expressed support for FY22 Vision Zero Quick-Build Program Implementation, especially along the 17th Street corridor. He noted several businesses that publicly supported the project.

Scott Feeney expressed support for the Vision Zero Quick-Build project, especially the protected bikeway on 17th Street. He noted two community organizations that had expressed support for the project and said it supported the City's equity goals.

Cliff Berger expressed support for the Vision Zero Quick-Build project and its improvements along 17th Street, which would facilitate a protected bike route connecting Potrero Hill to Market Street.

Eric Rozell expressed support for the Vision Zero Quick-Build project, and asked why the project materials did not reflect the commitment in the Vision Zero Action Strategy to 20 miles per year.

A caller expressed support for the Vision Zero Quick-Build project and noted that more bicyclists were using corridor, including increasing numbers of medical professionals and children, despite the fact that the bike lane was currently unprotected.

Ed Mason commented that there were cracks in most of the recently constructed curb ramps and said Public Works should make sure the construction quality was better.

Jerry Levine motioned to approve the item, seconded by Kevin Ortiz.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

9. Adopt a Motion of Support to Approve the 2021 San Francisco Congestion Management Program - ACTION

Bhargava Sana, Senior Transportation Modeler, presented the item per the staff memorandum.

Chair Larson remarked that the information presented showed the impact of the pandemic, pretty dramatically, on the way that people get around.

Sophia Tupuola asked how the performance data was being made more accessible to people in District 10 since they have been historically under-represented, specifically to people who are not comfortable using technology.

Chair Larson additionally asked how the data was being broken down and presented to a wider audience.



Mr. Sana responded that in addition to the data being available on publicly accessible interactive websites, the information was also laid out in both tabular and map forms in the Congestion Management Program (CMP) report and its technical appendices.

Chair Larson added that one could find the scope and inclusion of the different areas of the city in the attached documents.

Mr. Ortiz remarked that he would like to see more detailed traffic count data at the hourly level in addition to the Average Daily Traffic (ADT) numbers presented. He said it would help draw comparisons between peak and off-peak traffic patterns. Mr. Ortiz also asked a second question about outreach and how information in the congestion tracker was being made available to people and communities who might not have internet access.

Mr. Sana responded that the Transportation Authority does have more detailed traffic counts data available even for 15-minute intervals that can be provided if requested. He said the data were aggregated to the peak periods and presented in the CMP report. In response to the outreach question, Mr. Sana said it is possible to provide the data in non-digital form as well. He also said that the Transportation Authority did not have an explicit outreach program associated with the CMP but is open to discussing the possibility.

Ms. Lombardo added that if there were a specific community group that were interested, staff would reach out to them and present the information in an accessible way.

Chair Larson commented that it might be good to work on a greater outreach plan.

During public comment, Edward Mason said that everything in the mode share charts was in percentages, and they would like to know the absolute numbers. He also mentioned that for regional trips there had been an exclusion of private commuter buses which had been reported in the past. He felt that commuter buses were a net generator of pollution because their occupancy has been very low after the pandemic.

Peter Tannen motioned to approve the item, seconded by Sophia Tupuola.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Larson, Levine, Liu, Ortiz, Tannen, Tupuola (8)

Absent: Gower, Klein (2)

Chair Larson left the meeting. Given the absence of the Vice Chair, Nancy Buffum nominated Jerry Levine to serve as Chair Pro Tem, seconded by Stephanie Liu.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Levine, Liu, Ortiz, Tannen, Tupuola (7)

Absent: Gower, Klein, Larson (3)

10. ConnectSF and the San Francisco Transportation Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner presented the item.

During public comment, Edward Mason said he was interested in knowing how the developer fees are calculated into revenues to increase the funding growth. With respect to the 5-minute network, he said this would have residents walk further to get to a 5 minute network and noted that there are concerns for people who are not able to



walk that extra distance. Mr. Mason added that paratransit requests will go up and this will be expensive.

11. Update on Schedule and Outreach Efforts for Development of a New Expenditure Plan for the Half-Cent Sales Tax - INFORMATION

Michelle Beaulieu, Principal Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason commented that for first five meetings of the EPAC, approximately a third of the members had been absent, though committee alternates were present in some cases. He also noted that some phone surveys had really tricky questions and seemed designed to produce a certain outcome. He cautioned that surveys used for public outreach should be carefully designed to avoid introducing bias into the results.

12. State and Federal Legislation Update - INFORMATION

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

There was no public comment.

Other Items

13. Introduction of New Business - INFORMATION

Mr. Ortiz asked staff to bring a masterplan or methodology for community outreach that the Transportation Authority uses for its projects.

There was no public comment.

14. Public Comment

During public comment, Edward Mason noted that every curb ramp that has been installed recently has cracks in it, and he doesn't think they are getting their money's worth from Public Works. With regard to the SFMTA's Commuter Bus program, Mr. Mason shared his disappointment in the continuation of seeing empty buses and stated that they are a net generator of pollution.

15. Adjournment

The meeting was adjourned at 8:10 p.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, January 26, 2022

1. Call to Order

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

Present at Roll: Rosa Chen, Robert Gower, David Klein, John Larson, Jerry Levine, Kevin Ortiz, Eric Rozell, Peter Tannen, Sophia Tupuola (9)

Absent at Roll: Nancy Buffum (1)

2. Chair's Report - INFORMATION

Chair Larson said that at the prior day's Board meeting, Chair Mandelman and Vice Chair Peskin were elected to service in those same offices for 2022. He noted that the Executive Director presented the 2021 Annual Report to the Board yesterday and it is available to review on the agency's website. He continued by noting that the Board reappointed District 9 representative Kevin Ortiz to the CAC, and newly appointed District 6 representative Eric Rozell, who also serves on the agency's Expenditure Plan Advisory Committee (EPAC). He asked Mr. Rozell to introduce himself. Mr. Rozell discussed his experience in public advocacy and transit, as well as Vision Zero work such as working with Commissioner Matt Haney's office to lower speed limits and install no turn on red signs in the Tenderloin.

Chair Larson asked Rosa Chen to report on EPAC progress. Ms. Chen presented the report and announced that meetings are opened to the public, with more information available at sfcta.org/expenditureplan. She said that the EPAC last met on January 13 and would meet again on January 27 where the EPAC would review the proposed programs and on any changes to the project prioritization process for identifying which projects will get funded after the measure is approved. She said this is the 5-Year Prioritization Program process the CAC is familiar with for Prop K.

Chair Larson then announced a public survey on San Francisco's transportation priorities, with more information available at connectsf.org/survey.

Chair Larson concluded his remarks by thanking Transportation Authority Clerk Britney Milton for her work with the agency and wished her the best in her future endeavors. Ms. Milton thanked the Chair for the kind words.

There was no public comment.

3. Election of Chair and Vice Chair for 2021 - ACTION*

The Chair continued the item to the next meeting so that it could be properly noticed as elections for calendar year 2022.

Consent Agenda

4. Community Advisory Committee Vacancy - INFORMATION



5. **Accept the Audit Report for the Fiscal Year Ended June 30, 2021 - INFORMATION***
6. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2021 - INFORMATION***

There was no CAC discussion and no public comment.

End of Consent Agenda

7. **Adopt a Motion of Support to Adopt Fiscal Year 2022/23 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION***

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

Robert Gower motioned to approve the item, seconded by Jerry Levine.

The motion was approved by the following vote:

Ayes: Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Tannen, Tupuola (9)

Absent: Buffum, (1)

8. **Adopt a Motion of Support to Approve the 2022 State and Federal Legislative Program - ACTION***

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

Jerry Levine asked if there was any interest in exploring an oil extraction fee on oil producers, which could raise an estimated \$4 billion a year for transportation purposes.

Ms. Crabbe responded that she hadn't heard it discussed, but she would follow up with Mark Watts, the Transportation Authority's state legislative advocate.

Mr. Levine noted that the Metropolitan Transportation Commission was exploring the idea a while ago but politically there were problems with it. He added that these fees existed elsewhere, and since California was one of the leading producers of oil, he hoped such a fee would be considered in the future.

Robert Gower asked what the time frame was for developing autonomous vehicle policy.

Ms. Crabbe replied that bills regarding autonomous vehicles were routinely introduced at the state level each year. She said that staff presented relevant bills to the Transportation Authority Board each month for input as warranted. She added that at the federal level, Transportation Authority Executive Director Chang and staff were engaged in policymaking through Director Chang's role in ITS America, and that the San Francisco Municipal Transportation Agency (SFMTA) was leading engagement in federal rulemaking efforts on behalf of the city. She stated that she understood the current administration was advancing a federal autonomous vehicle policy after many years of limited federal regulation of the technology.

David Klein asked if there were studies occurring on the impact of technology on job displacement, specifically of drivers and maintenance workers. He stated that many of the jobs that were subject to displacement provided a path to middle-income wages, especially for those who don't have a college-level education.



Ms. Crabbe said the current administration was very aware of labor issues and was focused on making sure there were good jobs created as part of the transition to new technology. She said they were researching the transition's impact on jobs and developing policies such as a green jobs programs that could help mitigate negative impacts.

Mr. Klein stated that for solar technology, the green tech industry was creating quality, high-paying non-union jobs potentially at the expense of union jobs at the utility companies. He noted that he saw how similar situations could occur where union jobs at companies creating combustion engine vehicles were lost even if non-union jobs were created elsewhere.

Chair Larson asked for more detail on the Reconnecting Communities program and how it would be implemented.

Ms. Crabbe responded that the guidelines for the program were being developed by the U.S. Department of Transportation staff. She said they had released a new website related to the infrastructure bill and a timeline for releasing funding solicitations through mid-2022. She offered to share the website link with the CAC after the meeting.

Chair Larson asked if the Reconnecting Communities program could fund freeway deconstruction projects that literally reconnected communities.

Ms. Crabbe responded that freeway deconstructions had been referred to as an example of the types of projects that could receive funds from the program. She noted that the details regarding project eligibility and prioritization would be released as part of the program guidance later this year.

Chair Larson noted that the staff memorandum included a reference to the Transit Transformative Action Plan that the Metropolitan Transportation Commission approved last year. He requested a presentation about the plan at a future meeting.

During public comment, Edward Mason asked for the definition of private transit shuttles in the legislative program. He also noted that the city's Transportation Sustainability Fee was projected to receive \$25 million per year when it was implemented, and only applies to buildings with above a certain number of units. He asked why current residents were being asked to pay for infrastructure that is needed to support new growth. He stated that if agencies were advocating for growth, they should consider what funding is necessary to implement the necessary infrastructure to support it.

At the Chair's request, Ms. Crabbe responded that private transit shuttles were listed as one possible type of emerging mobility mode that could see legislation this year. She noted that the list of technologies in the legislative program was intended to be illustrative. She added that staff would monitor bills related to private transit shuttles and other modes and advocate for them to be consistent with how the city wants to see new technology implemented, such as maintaining the ability to regulate traffic on local roads and getting the data needed to evaluate and regulate their implementation.

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

The motion was approved by the following vote:

Ayes: Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Tannen, Tupuola (9)

Absent: Buffum, (1)



9. Adopt a Motion of Support to Award Contracts to Ten Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$3,000,000 for On-Call Transportation Planning Services, and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions - ACTION*

Andrew Heidel, Principal Planner, presented the item per the staff memorandum.

Mr. Ortiz noted a history of issues of consultants not meeting work order specifications or schedules and requested information as to the management and oversight process for the recommended consultants, specifically regarding how the recommended consultants would be kept responsible for meeting schedule commitments made to the Transportation Authority as well as any partner agencies.

Mr. Heidel responded that consultant project management approach was one of the key evaluation factors reviewed by the committee for this procurement and was required as part of each respondents statement of qualifications. He also said that the Transportation Authority staff recognizes their responsibility to maintain oversight over each of the consultants, primarily by working in partnership to ensure that staff are up to date via methods such as regular check-ins with the consultant to ensure completion of deliverables and responsible use of budgets.

Mr. Ortiz recognized that as part of the procurement process, staff advanced seven firms without requiring an interview based on factors including prior successful work for the Transportation Authority and completed interviews with three other firms. He recognized the need to ensure that the Transportation Authority has access to good consultants, but asked what processes were in place to ensure that new firms, especially DBE/LBE firms, who could potentially do a better job than incumbent firms, were not shut out of the procurement.

Mr. Heidel responded that the evaluation panel scored every written submission received ahead of making determinations for interviews, with a minimum score required to interview and a minimum score required to advance. He stated that the approach taken with this procurement was to develop as broad a bench as possible, and noted that the previous on-call planning contract had only five firms. He stated that the panel was specifically interested in being inclusive to DBE, LBE, and SBE firms, particularly those who were new to the Transportation Authority. He stated that many teams did provide these options and opportunities in their submittals. He also noted that a number of the prime consultants who the Transportation Authority had worked with before brought on new subconsultants, which was also viewed positively by the panel. Mr. Heidel stated that the firms that were interviewed were those which had not previously had a direct contracting relationship with the Transportation Authority before, and that some of those teams were made up entirely of firms that were new to the Transportation Authority. He concluded that the panel was pleased to hear from new firms in the procurement, including prime consultants with previous relationships that had added new subconsultants to their teams.

Mr. Ortiz requested demographic data of the firms for this contract and the prior on-call planning contract. He also requested a comparison of job creation or job availability between the currently recommended consultants and the prior contract.

Lily Yu, Principal Management Analyst, said that staff would need to follow up to provide the requested information. She did note that, in the previous planning on-call, a



total of 43% of the task orders were awarded to subconsultant firms, with 10% through DBE, 9% to LBE, and 28% to SBE firms.

Mr. Levine noted that, in the information provided on the prior on-call planning contract in Attachment 3, Arup and Nelson\Nygaard appear to have roughly 50% subconsultants, while two other consultants, Stantec and WSP, have roughly 10% subconsultant participation. He stated that this was a major difference between the firms, and asked why the amount delegated to subconsultants was so low for Stantec and WSP.

Ms. Yu stated that in the case of Stantec, specific expertise was needed as part of the startup of the Treasure Island Mobility Management Program, and this expertise was available as part of the prime consultant. With respect to WSP, she stated that they provided the expertise required directly through their own team, though the Transportation Authority did make efforts to engage subconsultants on each task order, giving the example of Transportation Network Company research being primarily passed to Strategic Cities, a subconsultant.

Mr. Levine asked if these two projects were those that had 10% subconsultant participation, and if they were single project task orders, or if the teams would be doing other things as well.

Ms. Yu noted that these were past task orders, and that no continuing work was expected.

During public comment, Edward Mason asked if the advertising in the San Francisco Examiner was done as part of the public notices that is published only on Friday, and noted that the Friday issue was not widely distributed. He also asked if the Commuter Shuttle Hub Study listed in Attachment 3 was still open, as he understood this effort was completed some time ago, or if there was a future Commuter Shuttle Hub Study anticipated.

At the request of Chair Larson, Mr. Heidel said that Attachment 3 included a list of task orders from the prior contract and said that this was not an indication of future work. He noted that many or most of the task orders listed were closed out.

Ms. Yu said that the advertisement in the San Francisco Examiner was posted on December 3rd, 2021, which was a Friday. She stated that staff would be more mindful in the future to ensure that the advertisement would be prolonged or published on a date with wider circulation. She also noted that the advertisement was published in other newspaper outlets as well.

Chair Larson expressed appreciation for this commitment and quick response.

Peter Tannen motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Tannen, (8)

Abstain: Tupuola (1)

Absent: Buffum, (1)

10. Major Capital Project Update - Van Ness Avenue Bus Rapid Transit Project - INFORMATION*

Peter Gabancho, Project Manager with the SFMTA, and Jada Jackson with the Office of



Economic and Workforce Development, presented the item per the staff memorandum.

Chair Larson asked how SFMTA will educate the public about using the Bus Rapid Transit (BRT) system, including how pedestrian can safety access the boarding islands.

Mr. Gabancho replied that SFMTA was planning an outreach campaign involving media and social media material.

John Gravener, Public Information Officer with the SFMTA, added that they are working with a contractor who would help with a video about how to use the boarding islands. He said some people would be familiar with this set up because of boarding islands on Market Street. He said that they would also use social media to educate, provide information to school age children in schools nearby, etc.

Mr. Rozell asked if the Next Bus signs were delayed, would SFMTA delay opening the BRT.

Mr. Gabancho replied that they did not plan to delay opening unless absolutely necessary. He noted that the new Next Bus signs were very useful and they hope they arrive in time. However, he continued, they can start running buses and install signs as they become available without disrupting service.

Mr. Rozell referenced the Chair's earlier remarks about pedestrian safety and asked if it would be feasible to have crossing guards and/or extra ambassadors to assist at least during the reopening phase.

Mr. Gabancho replied SFMTA could look into doing that at places such as Market Street, City Hall, and Opera Plaza.

Mr. Larson asked about educating drivers to be cautious noting the safety burden should not all fall on pedestrians.

Mr. Gabancho replied the outreach and education effort would encompass everybody along the corridor, including pedestrians and drivers.

Mr. Klein asked for more detail on how SFMTA would get the word about education campaign resources on websites, YouTube, etc. and whether there would be direct outreach to schools. He urged SFMTA to be proactive in its efforts.

Mr. Gravener replied that SFMTA is using a social media channel where they have a sizable following on Twitter and Instagram and that they are reaching out to nearby schools.

Mr. Klein asked if the videos would have subtitles and/or captioning.

Mr. Gravener responded that they have not yet done the filming for the videos but they would have those elements. He said they are doing the translations and confirmed there would be captioning. He said they planned to film in February, ideally when the buses are testing to make the video more realistic.

Ms. Chen asked about if the fencing on the boarding islands is continuous or if there are gaps like on Market Street. She said that a friend had recounted that in the past a bus had lost control on Market Street and passengers were not able to get off the boarding islands with the original continuous fence design.

Mr. Gabancho replied the fencing on Van Ness are continuous, because Van Ness is a State highway and Caltrans, for safety reasons, insisted on a continuous barrier. He said that SFMTA favor a continuous barrier because it channels people to the



crosswalks. He added that the boarding platforms on Van Ness (8 to 9 feet) are considerably wider than the boarding platforms on Market Street (5 to 6 feet) which would make it easier for passengers to move around.

Mr. Rosell asked about the compliance plan to ensure vehicles are stopping at crosswalks, following the speed limit, and stopping at red lights.

Mr. Gabancho replied we are talking with traffic engineers about doing a similar level of enforcement at revenue service as for new red transit only lanes. He explained that they would increase patrols and crack down on violations for the first few months of operations so people get the message that they will stay out of bus lanes and respect crosswalk. He said that plus the education campaign would be the approach.

Jada Jackson, Project Manager at OEWD, presented.

Mr. Levine thanked Ms. Jackson for the comprehensive presentation and asked if it was possible to get the names of businesses that received grants and the amounts. He also asked how many businesses went out of business, acknowledging that the pandemic was a fact, and about the level of support businesses would receive once the project is completed.

Ms. Jackson responded that OEWD as a resource is always available to businesses, nothing that she has merchants from projects that completed 2 years ago that still contact her. Ms. Jackson said she would need to check if she can share the information on grants awarded to specific businesses. With respect to business that closed, Ms. Jackson said it is hard to track and that OEWD does not receive any notification when this happens. Instead, she explained that they may notice when they do an inventory check and by looking up information on Yelp. She noted it was particularly hard during the pandemic to determine who was open and who was choosing not to open.

Mr. Klein spoke about the program's impact and said it appeared that 20% of businesses received funding and they received the equivalent of 1 to 2 months of rent (\$5,000 - \$10,000) given how expensive space is in San Francisco. He acknowledged the significant effort of email and door to door contacts but said there were no numbers on how many folks responded and how many emails were opened. Mr. Klein said he also saw a gap given the \$5 million that was appropriated for business mitigation but only \$100,000 was distributed to 20% of businesses. Lastly, he asked why so few businesses took advantage of the City grants.

With respect to the \$5 million, Ms. Jackson said there was a series of meeting in 2019 with the Board of Supervisors to decide how that money would be utilized. She said it is a citywide construction mitigation program and that once a project delay meets the specified triggers, they then tap the \$5 million for that project. Ms. Jackson said currently no other project appears headed to trigger the need for mitigation funds. She continued to explain that Central Subway was the first project for which OEWD started the process of collecting economic impact data and that it was a self-reporting mechanism. She acknowledged that there were data gaps and said the project had been set up drawing on best practices. For the Central Subway project, OEWD made a second round of funding available, capped at \$15k, e.g. if you receive \$10,000 before you can only receive \$5,000.

Ms. Jackson said there were a lot of challenges to to get businesses to apply for assistance. For example, she said some business did not apply as they felt they



didn't need the help, particularly at the beginning of the pandemic, others felt they were taking it away from other businesses that were in greater need of assistance. She noted that there was one business that relocated, and she worked closely with this business, including helping with a business entrepreneurship grant.

Mr. Klein reiterated that the effort was substantial but what that amounts that the city gives out were not. He said he hoped these efforts are supported with better resources in the future.

Mr. Ortiz asked about how long it took for a business to apply for these grants.

Ms. Jackson explained that everything that was required, such as copies of rent receipts, was to be submitted electronically, noting that there was a link on the OEWD webpage with the application. She said she followed up with the businesses to offer assistance and the length of time to complete the application process depended on the business taking the time to fill out the application.

During public comment, Edward Mason mentioned that there didn't seem to be a discount incentive program for transit riders to patronize local businesses along the corridor such as was for a VTA project. He suggested performing a lessons learned analysis.

Chair Larson thanked Mr. Mason and said the lessons learned analysis sounded like a good idea.

11. San Francisco's Climate Action Plan 2021 Update - INFORMATION

The item was continued due to time constraints of the meeting.

Other Items

12. Introduction of New Business - INFORMATION

Robert Gower thanked all the presenters and staff and appreciated their efforts in responding to CAC member questions on projects.

Kevin Ortiz asked when a request he made at the prior meeting for a presentation on the Transportation Authority's general strategy and plan for public outreach on various projects, large and small would be agendized. Maria Lombardo, Chief Deputy Director, answered that staff anticipated presenting on this topic at the next CAC meeting in February.

There was no public comment.

13. Public Comment

During public comment, Edward Mason commented on the increasing number of private commuter buses staging and idling for 15-20 minutes at a time before their runs, contributing to air and noise pollution, particularly the rail slapping at 24th and Church streets. He noted also that the commuter buses were causing damage to a Prop K road repair project from years past and often running close to empty capacity.

14. Adjournment

The meeting was adjourned at 8:07 p.m.

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**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 6

DATE: February 18, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/8/2022 Board Meeting: Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>Allocate \$1,791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Muni Metro Core Capacity Study (\$1,000,000) 2. 20 MPH Speed Limit Reductions (\$750,000) 3. Bike to Work Day 2022 (\$41,758) <p>Appropriate \$150,000 for:</p> <ol style="list-style-type: none"> 4. Muni Metro Core Capacity Study - Project Support and Technical Oversight <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject 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.



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,941,758 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the 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 February 23, 2022 meeting.

SUPPLEMENTAL MATERIALS

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	\$ 1,650,000	74%	30%	Planning	3, 4, 5, 6, 7, 8, 10, 11
Prop K	38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	\$ 810,000	51%	7%	Construction	Citywide
Prop K	39	SFMTA	Bike to Work Day 2022	\$ 41,758	\$ 41,758	28%	0%	Construction	Citywide
TOTAL				\$ 1,941,758	\$ 2,501,758	66%	22%		

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: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

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

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, 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	Project Description
16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	<p>The Muni Metro Core Capacity Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a more reliable quality of service for time-sensitive trips. The outcome of the Study will be a package of projects that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant application to the Capital Investment Grant program, as well as further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.</p> <p>The Study will be conducted in two phases. Phase 1 includes but is not limited to prior study review, identifying performance targets, and an initial draft program of core capacity projects. Phase 2 would use inputs from Phase 1 to refine and advance a program of feasible projects that would achieve the target level of capacity improvement, and complete technical and analytical work to ready an application package for entry into the FTA Capital Investment Grant program. Phase 1 will be complete by September 2022. Phase 2 will be complete by March 2024.</p> <p>This request includes \$150,000 for SFCTA staff to perform an enhanced level of project support and technical oversight given the potential benefits to the entire Muni system and to help position projects to apply for a very competitive discretionary federal grant program.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Beginning January 2022, the City has increased flexibility to reduce speed limits under Assembly Bill 43 (AB43). Using AB43, SFMTA plans to reduce speed limits from 25 mph to 20mph on key business activity districts. Requested Prop K funds would be used to reduce speed limits on up to 46 business activity districts throughout the city, and support with compliance strategies including education and outreach. Implementation is expected to begin in Summer 2022 and be complete in Fall 2024. A list of 35 potential corridors is included in the attached Allocation Request Form. The remaining 11 corridors will be identified and legislated by the end of 2022.
39	SFMTA	Bike to Work Day 2022	\$ 41,758	Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. This year BTWD will be held on May 20, 2022. Prop K funds will cover the sponsorship costs for BTWD through a contract between SFMTA and the San Francisco Bicycle Coalition. This request will fund event promotion and event-day services in all 11 supervisorial districts such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight.
TOTAL			\$1,941,758	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	<p>Prop K 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation and appropriation are contingent upon amendment of the Other Transit Enhancements 5YPP. See attached 5YPP amendment for details.</p> <p>Deliverable: Upon substantial completion of Phase 1, SFMTA shall present to the Transportation Authority Board a summary of Study progress to date and a refined approach to Phase 2 activities.</p>
38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p> <p>Special Condition: Reimbursement for implementation cost for the speed limit signs (\$521,164) is conditioned upon the SFMTA Board approval of the speed limit changes proposed in this project and SFMTA providing the final list of project corridors.</p>
39	SFMTA	Bike to Work Day 2022	\$ 41,758	<p>Special Condition: Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district.</p>
TOTAL			\$ 1,941,758	

¹ See Attachment 1 for footnotes.

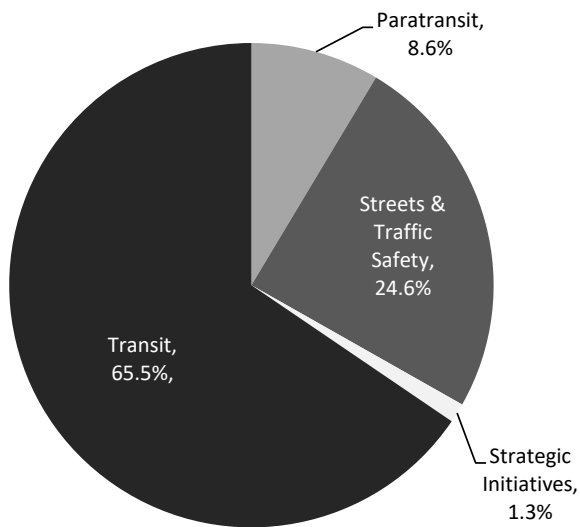
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

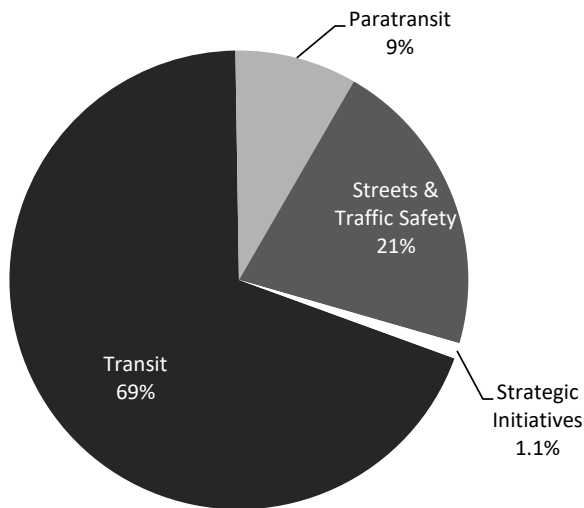
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 49,416,818	\$ 17,036,381	\$ 20,661,684	\$ 8,653,632	\$ 2,181,909	\$ 883,212
Current Request(s)	\$ 1,941,758	\$ 441,758	\$ 655,000	\$ 725,000	\$ 120,000	\$ -
New Total Allocations	\$ 51,358,576	\$ 17,478,139	\$ 21,316,684	\$ 9,378,632	\$ 2,301,909	\$ 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



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San Francisco's Climate Action Plan 2021

EXECUTIVE SUMMARY



The consequences of a changing climate are all around us. Rising seas and extreme weather are creating increased flooding and more frequent heat waves, which inflict the most harm on the city's most vulnerable populations. Reduced snowpack in the Sierra Nevada mountains is threatening the City's water and hydropower supplies. Ever more destructive fires are polluting the air throughout the state and overwhelming its emergency resources and ability to respond to multiple disasters.

San Francisco, like cities around the world, is faced with the threat of a climate emergency, coupled with long-standing challenges of economic inequality and racial injustice. Local skies have turned orange from wildfires, fueled by decades of unchecked carbon pollution. The American economy is more precarious for working people than it has been in decades, with inequities exacerbated by COVID-19. Demands for action are growing louder, including calls for climate justice, racial justice, disability justice, and economic justice. The most recent [Intergovernmental Panel on Climate Change \(IPCC\) report](#), an international scientific assessment of the threats presented by climate change, was released in August 2021 and indicates that the window in which to act continues to shrink. The most important thing to limit the worst impacts is to rapidly reduce greenhouse gas (GHG) emissions, especially carbon dioxide and methane. This summer, Mayor London Breed sponsored legislation to address the urgent threat of climate change and set new, ambitious goals to slash GHG emissions in San Francisco and reach net-zero emissions by 2040.

While San Francisco is proud of its record on local climate action and pursuit of environmental justice, there is an opportunity to make San Francisco a more affordable, equitable, just and sustainable city for all. The window to avoid climate catastrophe is closing, but there is still time to act. There is an urgent need – and opportunity – to not only reduce emissions, but to build equity,

resilience, and opportunity for the entire city. Bold climate action must give everyone a seat at the table to create a more just society and ensure communities can thrive by guaranteeing clean air and access to good jobs, green space, and healthy housing, and by developing and implementing a shared vision of how to live better together in the face of the growing climate crisis.

LEADING ON CLIMATE ACTION

Since its first Climate Action Plan in 2004, San Francisco has been leading the way on local climate action, environmental justice, and launching innovative community programs and outreach campaigns for residents and businesses.

For decades, San Francisco has created plans, implemented policies, and crafted engaging frameworks to reduce emissions. As of 2019, the city has achieved a 41% reduction in emissions from 1990 levels, while its economic productivity as measured by gross domestic product (GDP) has increased by 199%, and its population has grown by 22%. Its emissions reductions have been driven primarily by cleaner electricity supply, improved energy codes, and city-wide energy efficiency. This progress has not just reduced emissions, but has also come with additional important benefits, such as cutting air pollution and limiting other environmental stressors.



Cities are rapidly growing across the world. Most people live in cities and the cities, in turn, create 70% of global emissions. This means cities have great responsibility and great potential for providing solutions. Further, cities are engaged in international diplomacy on climate change and as a respected leader on the world stage, San Francisco has a vital role to play in modeling climate action for cities around the world.

CLIMATE ACTION PLAN OVERVIEW

Net-Zero Emissions means cutting the overwhelming majority of emissions to zero while relying on biological and technological solutions and offsets to balance out remaining emissions

Tackling the interwoven climate, equity, and racial justice challenges we face has been the driving force for the development of this Climate Action Plan (CAP). It provides a summary of progress through existing programs, and a detailed list of priority actions that San Francisco can take that will have the greatest potential to reduce emissions, while also having the greatest potential to provide an equitable distribution of benefits. The process of creating the CAP brought City departments, residents, community-based organizations, and businesses together to craft a plan focused on science and equity and grounded in compassion and lived experience. This data-driven, community-based plan outlines a detailed list of strategies and actions to achieve net-zero emissions by 2040, while creating solutions that serve intersectional challenges of racial and social equity, public health, economic recovery, and resilient communities (Figure 1).

SAN FRANCISCO'S CLIMATE ACTION FRAMEWORK

Net-Zero Emissions Citywide By 2040
Racial, Social & Economic Equity

SECTORS



THE PATH TO REACH NET-ZERO BY 2040

The imperative to address climate change is simple: cut emissions as quickly as possible. But achieving these goals is complex and demands an integrated approach across society. San Francisco's approach to reaching net-zero emissions is first and foremost grounded in equity. The most significant consequences of climate change will be felt by Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and other vulnerable populations. Climate action must also prioritize a just transition, which calls for a strategic, people-focused approach to phasing out polluting industries while creating employment pathways for workers in those industries and a new generation of workers to transition to quality jobs that support economic and climate justice. Further, communities that have been and will continue to be most harmed by climate change have not historically benefited from climate solutions in the past.

To advance climate justice, the CAP makes four core commitments:

- Build greater racial and social equity
- Protect public health
- Increase community resilience
- Foster a more just economy

By integrating these four climate justice commitments, the CAP proposes two ambitious and achievable climate emission reduction targets:

- An interim target of cutting sector-based emissions 61% below 1990 levels by 2030; and
- Net-zero sector-based emissions by 2040, a 90% reduction from 1990 levels

Sector-based emission inventories track traditional emissions in categories produced within municipal boundaries such as transportation, energy use in buildings, and solid waste. The City is beginning to account for the impacts of its "upstream" emissions, which include emissions from the consumption of services and goods produced outside San Francisco. In essence, these emissions are outsourced to other communities, generating harmful climate pollution and exacerbating environmental injustice. In keeping with its commitment to equity, San Francisco is determined

to reduce the impacts of these outsourced emissions and has set two targets:

- A 40% reduction in consumption-based emissions by 2030
- An 80% reduction in consumption-based emissions by 2050
- In total, the Climate Action Plan provides an innovative framework to reach its sector-based (Figure 2) and consumption-based emission targets, while also removing carbon from the atmosphere.

ENGAGING OUR DIVERSE COMMUNITIES

Led by the San Francisco Department of the Environment (SF Environment), crafting the CAP was a highly collaborative process, which engaged expert City staff, community-based organizations, residents, businesses, and other stakeholders to identify high-impact opportunities to reduce emissions and support equity. The CAP public engagement process brought together San Francisco residents with honesty, transparency, and respect. It reached hundreds of thousands of people through social media, websites, surveys, web-based workshops and presentations, and online open houses. Over the course of four months, SF Environment hosted a kick-off webinar with Mayor London Breed, which was followed by eleven public workshops, including in-language sessions in Spanish and Chinese, and eleven additional community presentations. Further, the Department received more than 1,400 comments on the online open house platform as well as nine emailed comment letters from different stakeholder groups. This process ensured the community could identify new actions and integrate their priorities, data, and best practices into the plan.

SAN FRANCISCO'S CLIMATE ACTION GOALS

BUILDINGS

By 2021, require zero onsite fossil fuel emissions from all new buildings; By 2035, require zero onsite fossil fuel emissions from all large existing commercial buildings and all buildings by 2040

'21

ZERO WASTE

By 2030, reduce solid waste generation by at least 15% and reduce the amount of solid waste disposed of by incineration or landfill by at least 50% below 2015 levels

'30

CLEAN ENERGY

By 2025, supply 100% renewable electricity, and by 2040, supply 100% renewable energy

'25

TRANSPORTATION

By 2030, increase low-carbon trips to at least 80% of all trips and increase EVs to at least 25% of all private vehicles registered, and by 2040, increase EVs to 100% of all private vehicles registered

'30

HOUSING

Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing

ROOTS

Sequester carbon through ecosystem restoration, including increased urban tree canopy, green infrastructure, and compost application



PRIORITY SOLUTIONS

Through this robust engagement process the CAP identified 31 strategies (Table 1) and 159 supporting actions for San Francisco to achieve its climate and equity goals across six key areas, or sectors: Energy Supply, Building Operations, Transportation and Land Use, Housing, Responsible Production and Consumption, and Healthy Ecosystems.

Along with stakeholder input, key criteria used to inform the development of the strategies and supporting actions included their emissions reduction potential and their contribution to the four lenses of racial and social equity, public health, community resilience, and a just economy. While the CAP identifies hundreds of possible pathways needed to reach San Francisco’s slated target of achieving net-zero emissions by 2040, not all have the same impact. The most critical stand-alone or subsets of strategies and actions have been summarized in the **top ten climate solutions:**

Energy Supply: Use 100% renewable electricity and phase out all fossil fuels

Building Operations: Electrify existing buildings

Transportation and Land Use:

- Invest in public and active transportation projects
- Increase density and mixed land use near transit
- Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure
- Utilize pricing levers to reduce private vehicle use and minimize congestion
- Implement and reform parking management programs

Housing: Increase compact infill housing production near transit

Responsible Production and Consumption: Reduce food waste and embrace plant-rich diets

Healthy Ecosystems: Enhance and maintain San Francisco’s urban forest and open space

Now that San Francisco has laid the foundation for a new, more inclusive climate agenda, it is time to move forward from planning to execution. New approaches will be needed to spur action across City departments and change underlying systems to embed climate considerations into municipal operations and ensure the timely delivery of projects.

TRANSPARENCY AND REPORTING

The CAP is not a “stand-alone” document. It leverages progress and momentum from complementary plans and policy initiatives, such as CleanPowerSF; building electrification code efforts; the [Housing](#) and [Transportation Element](#) updates of the General Plan; [urban forest](#) and [biodiversity plans](#); and [zero waste](#) work. These other plans and policies give the CAP a solid platform to help the city meet these pressing issues.

The CAP must and will be revisited and updated regularly, with a formal update every five years. Transparency is crucial for creating a plan that serves all San Franciscans. Further, the CAP is not just a summary of actions government will take on its own. Addressing climate change will require ongoing engagement with the entire community. Indeed, residents are parts of the implementation process too. To that end, the City will create a robust and accessible monitoring, evaluation, and reporting system to track and review the intended results and real progress of the targets, goals, strategies, and actions. This is essential to monitoring the success and effects of climate actions across the city, quantifying the benefits of the policies, and ensuring stakeholders can actively contribute to progress toward our climate goals.

TABLE 1: STRATEGIES IN 2021 CLIMATE ACTION PLAN

ENERGY SUPPLY (ES)	
ES 1	Supply 100% renewable electricity to residents and businesses.
ES 2	Invest in local renewable energy and energy resilience projects.
ES 3	Design and develop the reliable and flexible grid of the future.
ES 4	Develop workforce capacity to deliver clean energy resources.
ES 5	Plan for the equitable decommissioning of the City's natural gas system.
BUILDING OPERATIONS (BO)	
BO 1	Eliminate fossil fuel use in new construction.
BO 2	Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.
BO 3	Expand the building decarbonization workforce, with targeted support for disadvantaged workers.
BO 4	Transition to low-global warming potential refrigerants.
TRANSPORTATION & LAND USE (TLU)	
TLU 1	Build a fast and reliable transit system that will be everyone's preferred way to get around.
TLU 2	Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.
TLU 3	Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects, and correct for inequities of past investments and priorities.
TLU 4	Manage parking resources more efficiently.
TLU 5	Promote job growth, housing, and other development along transit corridors.
TLU 6	Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.
TLU 7	Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.
HOUSING (H)	
H 1	Anchor BIPOC families and advance their return to San Francisco through robust housing and stabilization programs.
H 2	Support vulnerable populations and underserved communities through both the preservation and rehabilitation of existing housing and new housing development that serves their needs.
H 3	Advance zoning and implementation improvements that support new housing production sufficient to meet goals, especially sustainable, small, mid-sized, family, and workforce housing in lower density neighborhoods.
H 4	Expand subsidized housing production and availability for low-, moderate-, and middle-income households.
RESPONSIBLE PRODUCTION & CONSUMPTION (RPC)	
RPC 1	Achieve total carbon balance across the buildings and infrastructure sectors.
RPC 2	Reduce the carbon footprint of the food system by reducing waste, promoting climate friendly diets, and getting excess food to communities in need.
RPC 3	Promote reduction, reuse, repair, and recovery of goods and materials.
RPC 4	Lead the aviation sector by reducing emissions across the airline passenger journey.
HEALTHY ECOSYSTEMS (HE)	
HE 1	Advance citywide collaboration to continually refine nature-based climate solutions that sequester carbon, restore ecosystems and conserve biodiversity.
HE 2	Increase equitable community participation and perspectives in nature-based climate solutions, including meaningful efforts to prioritize Indigenous science and Traditional Ecological Knowledge.
HE 3	Restore and enhance parks, natural lands and large open spaces.
HE 4	Optimize management of the city's entire urban forest system.
HE 5	Maximize trees throughout the public realm.
HE 6	Maximize greening and integration of local biodiversity into the built environment.
HE 7	Conduct carbon sequestration farming pilot projects and research.

ACTION MOVING FORWARD

In addition to reducing emissions to net-zero over the next 18 years, the CAP strives to ensure all San Franciscans have the skills, knowledge, and resources to meet the challenges of climate change that lie ahead. Communication will be key to engaging businesses, residents, and communities in ongoing action and ensuring that all San Franciscans benefit from climate action. Climate change is inherently a complicated challenge: it encompasses major sectors of the economy, draws heavily on scientific research and data, merges private and public interests, and has outsized equity implications.

Funding the strategies and actions in the CAP is imperative for success. While the expected initial cost of implementing CAP strategies will be immense, research and the experience of cities already being confronted by climate change show that the financial consequences of inaction will be even worse.² In mid-2021, after strong advocacy from local residents inspired to act by the unfolding climate emergency, the City committed funding to develop high-level accounting of the cost of implementation and perform in-depth research and analysis to identify successful funding models to support implementation of the strategies included in this CAP.

The City must implement policies and creative financing mechanisms to provide ongoing and stable funding and build on support from the private sector and philanthropy, as well as federal, state, and regional agencies. It must continue to illustrate the case for climate action and secure commitments from a range of diverse stakeholders to invest in solutions, while creating incentives to support these investments. As a leader in global sustainability, San Franciscans have a chance to prove to the world that a net-zero future is achievable, advances justice, and creates a vibrant, diverse city where people can thrive.

A CALL TO ACTION

This path forward will be challenging. San Franciscans will need to be bold and courageous to achieve our vision of a city that provides adequate and healthy housing, safe transportation, green space in every community, and expansive employment opportunities. While individual action is important, including each City department, business, and resident working to reduce emissions, collective action will be vital. That includes rapidly getting off fossil fuels, understanding the science of climate change, and helping others grasp the magnitude of the threats to where we live, work, worship and play. Collective action includes listening to and learning from each other, lifting one another up to move forward together, and showing the entire world that San Francisco can lead the way in addressing the climate crisis.



THURSDAY NIGHT

OPEN TILL 9 PM

Larkin

DON'T FIGHT FOR US

WORLD

Active Art



Transportation and Land Use

Addressing climate change means addressing San Francisco's transportation and land use issues head on. At nearly 50% of total city emissions, the transportation system must be transformed to reduce overall reliance on cars and equitably and efficiently connect people to where they want to go by transit, walking, and biking. All remaining vehicles must steadily transition to zero emissions.

SECTOR GOALS:

By 2030, 80% of trips taken by low-carbon modes such as walking, biking, transit, and shared EVs.

By 2030, increase vehicle electrification to at least 25% of all registered private vehicles, and to 100% of all vehicles by 2040.

CONTEXT

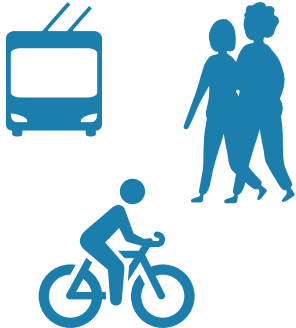
Transportation and land use policies are an essential part of San Francisco's plan to reach net-zero emissions by 2040. Getting the city on a path to a healthier, cleaner and more equitable future will require significant investments in reducing emissions from transportation. Climate action through transportation and land use means reversing the deliberate failures of past policies that heavily prioritized automobiles over modes that are safer, healthier, less carbon intensive, and more efficient. Ensuring that these low-carbon modes are less costly and more convenient to use than higher-carbon modes is key to achieving our climate goals and creating a socially equitable and environmentally sustainable future.

San Francisco has a goal that by 2030, 80% of trips are taken by low-carbon modes such as walking, biking, and transit.³² Strategies to help people make more trips without a car and reduce emissions include: improving transit service, expanding bicycle lanes and safe places for people to walk, increasing housing production density and development that puts people closer to destinations, and implementing pricing policies and parking management programs that better align with climate goals. While these investments will create many quality-of-life benefits for the city, they will not be enough to adequately cut emissions, so shifting remaining cars to electric vehicles that run on renewable electricity, will be necessary to meet the City's climate goals. San Francisco has set a goal that by 2030, vehicle electrification will increase to at least 25% of all registered private vehicles, and to 100% of all by 2040. Expanding access to affordable and convenient charging options will be primary way the City supports these goals.

Eliminating emissions from transportation will require a fundamental change in how people move around and how transportation and land use efforts are prioritized, funded, and implemented. Major adjustments will be required at all levels: citywide, neighborhood, and

Accomplishments

Market Street
significantly reduced traffic to enable safer use of low-carbon modes by banning private vehicles in 2019



Completed
42 total miles
of protected bike lanes in 2019,
with 49 targeted by 2022

50%
low-carbon mode share goal
reached, new target set for
80% by 2030

Slow Streets
program dedicated more than
20 corridors
to active transportation, with four being made permanent so far

individual. Continuing down the same path of over-using single-occupancy private vehicles is the wrong direction, and will only exacerbate existing climate, health, equity, and transportation problems.

To meet San Francisco's climate action goals, policymakers and the public will need to evaluate significant trade-offs and then agree on and implement actions that go beyond the status quo. For example, acknowledging the total societal costs—on health, congestion, and climate—of planning cities around automobiles, and then taking strong action to prioritize people over cars. Such trade-offs may mean changing expectations about time devoted to commuting and running errands, adjusting subsidized parking and residential permits fees to create funding for new public spaces, more housing, and improved transit services.

Transportation Impacts

San Francisco faces many transportation challenges: safely and efficiently moving people around the city and region; serving the mobility needs of individuals with disabilities; managing, repairing, and expanding aging infrastructure; and responding to new mobility technologies and related regulatory issues. At the same time, people of color and low-income communities

have been underserved by existing transportation infrastructure, which has prioritized costly private cars over lower emissions alternatives such as public transit.

The transportation sector currently creates 47% of San Francisco's emissions. That share is rising due to meaningful advancements in the building and energy sectors and a comparative lack of progress in confronting automobile dependency and fossil fuels used for transport. As San Francisco prepares for rapid changes to reach net-zero emissions, it must ensure that costs and other burdens do not disproportionately fall on low-income people, people of color, and other populations that have faced a history of marginalization.

The transportation policies of the 1950s-1980s negatively impacted the wealth of BIPOC families and individuals and isolated entire communities from opportunity. Highway and transit investments scored better for federal funding when they removed "blight," defined as areas with more BIPOC communities. Policies of the time then began to promote automobile dependency and petroleum consumption, resulting in streets that made walking, biking, and taking transit more difficult. Even though these overtly racist policies have been rescinded, lower-income and BIPOC populations continue to face disproportionate harm.

Examples of these inequitable outcomes include:

- Lower income households have been forced into long commutes from auto-dependent places, greatly increasing time spent commuting.³³
- While Muni is the top carrier of low-income riders in the region and key to providing access to jobs and livelihoods for San Franciscans, bus speeds and reliability continue to be hindered by congestion from private vehicles.³⁴
- Residents living in proximity to freeways suffer disproportionately higher rates of cancer and respiratory diseases with larger racial and ethnic disparities.³⁵
- People of color are more likely to die of traffic-related crashes because streets in formerly redlined neighborhoods were built to accommodate faster car traffic, resulting in less safe conditions for non-motorists.

Past efforts to manage the City's limited street space and achieve better outcomes for travelers have led to stalemates, inaction, and the maintenance of the status-quo. Meanwhile, the costs of driving and car-dependence — including air pollution, traffic collisions, decreased mobility for low-income and communities of color, wasted time stuck in traffic — have gone unaddressed and in many instances have worsened. In most cases, these external costs are drastically underrepresented in the actual cost of owning a car, especially when compared to less harmful methods of transportation. For example, a monthly transit pass costs almost as much as what a residential parking permit costs for an entire year in San Francisco.

The City's efforts to decarbonize the transportation system must not repeat the mistakes of the past, but rather correct for past injustices and create a future that is safer, healthier, and more equitable. Transportation and land use investments that create the greatest benefits for historically marginalized people need to be prioritized, including:

- Reducing noise and air pollution in lower-income neighborhoods.
- Improving safety outcomes, especially for vulnerable populations, including travelers with disabilities.

- Expanding access to jobs, services, and education by increasing reliability of low-carbon transportation modes and reducing their financial and time cost.

The COVID-19 pandemic has exacerbated existing challenges with our transportation system and highlighted the major class and race divides in how we commute and work. It also forced agencies to quickly adapt. The City added new bike and pedestrian networks, modified transit service, added new transit-only lanes, and did more to meet the needs of essential workers and individuals who rely on transit. Many of these emergency efforts have been successful.

Even before the pandemic, San Francisco began to transform some of its streets. For instance, the downtown section of Market Street prohibits private vehicle use and speed limits were lowered in the Tenderloin to improve safety. Additionally, newly implemented transit-only lanes on Geary Boulevard, one of the busiest transit corridors in San Francisco, improved bus travel time with minimal traffic impacts to that corridor and surrounding streets.³⁶ As the City recovers from the pandemic, there is an opportunity to build on these successes to improve our non-driving travel options and enable transportation choices that address long-standing challenges, reduce emissions, and advance equity.

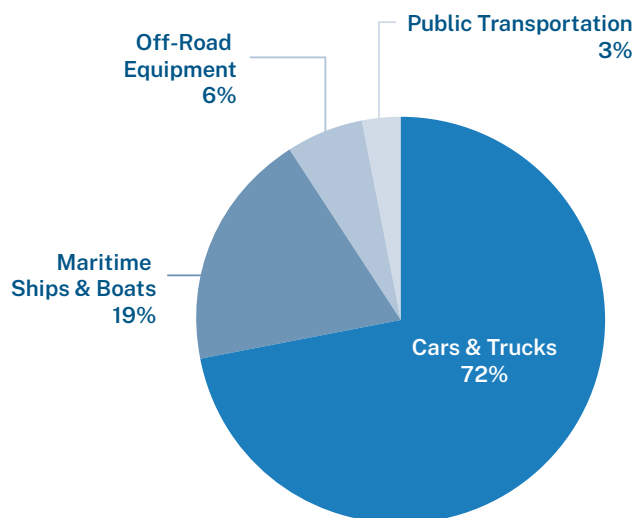


FIGURE 18: 2019 SAN FRANCISCO'S GHG INVENTORY - TRANSPORTATION SECTOR EMISSIONS³⁸

Increasing transit, biking, and walking

San Francisco has set a target of 80% of trips to, from, and within San Francisco to be made by low-carbon modes by 2030. In 2019, approximately 45% of all trips in, to and from San Francisco were made by driving.³⁷ Achieving San Francisco's climate goals for transportation will require a dramatic and sustained shift away from driving as the main travel choice. Of the 47% of total city emissions attributed to transportation in 2019, cars and trucks were responsible for the supermajority of emissions (72%), while local and regional public transportation contributed just 3% (Figure 18).

Often, people travel by car because it is their only practical option or is simply more predictable and time-efficient than the alternatives. Despite investments by the City, some transit routes can be slow and unreliable, and biking and walking are more dangerous on streets designed for motor vehicles. Successfully shifting trips to transit, walking, and biking means making these choices safe, convenient, reliable — and even fun. This can be done by redesigning streets to prioritize efficient movement of transit vehicles and reimagining streets as places for people of all ages and abilities. Examples of this include transit-only lanes, protected bikeways, HOV/carpool lanes, shared spaces, car-free roads in parks, and slow streets.

Integrating Transportation and Land Use

Land use refers to the location and intensity of “uses” such as housing, retail, open space, and commerce. Land use decisions directly affect people's travel choices, since how people get around depends on where and how far they need to go, and the effectiveness of available travel options. Cities like San Francisco that were originally built before the popularization of the automobile often have denser development patterns that are well suited to travel by foot or transit. As automobiles gained prominence, streets and buildings were increasingly redesigned to serve cars over pedestrians. In recent years, San Francisco has reversed that trend by removing parking requirements and revising density controls to enable the denser housing more reflective of older San Francisco construction. Still, much more can be done in San Francisco to further coordinate transportation and land use.

Through comprehensive area plans, improved street designs, and enhanced transit service, San Francisco is starting to shift back towards people-centered neighborhoods, with recent examples found in the Mission, Hayes Valley, and South of Market districts. There are many opportunities to create more of these amenity-filled areas and to enhance existing ones in a manner that benefits current residents and welcomes new neighbors. Neighborhoods that are further from the city core with less transit access end up experiencing higher driving rates; it is critical that new housing in the outer neighborhoods has access to additional transit service to support the use of non-driving modes.

Neighborhoods built with a mix of housing, services, and amenities close together, especially those with reduced or priced parking, encourage and allow people to walk, bike or use other zero-emissions means of travel for everyday needs. On the other hand, car-dependent neighborhoods take space from people and give it to roads and parking spaces. Suburban-style land use is hard to serve by transit, which leads to an increase in driving and climate pollution. Therefore, regional collaboration, creating new housing, and investing in regional transit continue to be major strategies for the CAP and Plan Bay Area 2050.

Housing, and where it is located, also plays a critical role in determining transit choices. As discussed in Section 5.4: Housing, substantially increasing housing near services, jobs, and other activities helps with shifting people's decisions to walk, bike, or take transit, rather than to drive.

While the San Francisco has made progress in developing more affordable housing, the production of new affordable units is not equitably distributed across neighborhoods. Affordable units tend to be concentrated in areas of the city with higher levels of environmental pollution and greater rates of poverty. Land use policies that encourage more transit use could include engaging with communities to strategically rezone high-opportunity areas to accommodate new multi-family housing, specifically in places that currently have strong economic, environmental, and educational outcomes including more parks, better air quality, and higher performing schools.^{39 40}

PURSuing SHARED GOALS

San Francisco's Transit First policy, which was added to the city charter in 1973, prioritizes land uses and street space for transit, walking, and explicitly discourages inefficient cars and parking. A vigorous, renewed commitment to implementing the Transit First policy directly supports climate action.

Vision Zero (adopted in 2014) commits resources to eliminate traffic fatalities, the vast majority of which occur due to interactions between large motorized vehicles and pedestrians and cyclists. Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.

Transit, walking and biking improve local air quality for everyone, especially people who suffer from respiratory illnesses like asthma. Similarly, low-carbon modes increase physical activity which can reduce the likelihood of health problems like diabetes and depression.

Car ownership, including loan payments, insurance, and fuel costs, creates significant financial burdens. Allowing people to meet their daily needs without having to own a personal vehicle lessens this financial burden and can give time back to families by shortening commute times and reducing car congestion.

Switching from Fossil Fuels to Renewable Electricity

Investing in transit system improvements and making land use changes will have long lead times before impacts are felt and measurable. Even with significant investments in transit and policies that encourage people to get out of their cars, reaching zero emissions by 2040 will also require an accelerated transition away from gasoline and diesel-fueled cars and trucks to zero-emission vehicles (ZEVs), primarily electric vehicles (EVs) that run on renewable electricity. By 2030, 25% of all registered private vehicles in San Francisco need to be zero emission, and by 2040, 100% of vehicles need to be zero emission.

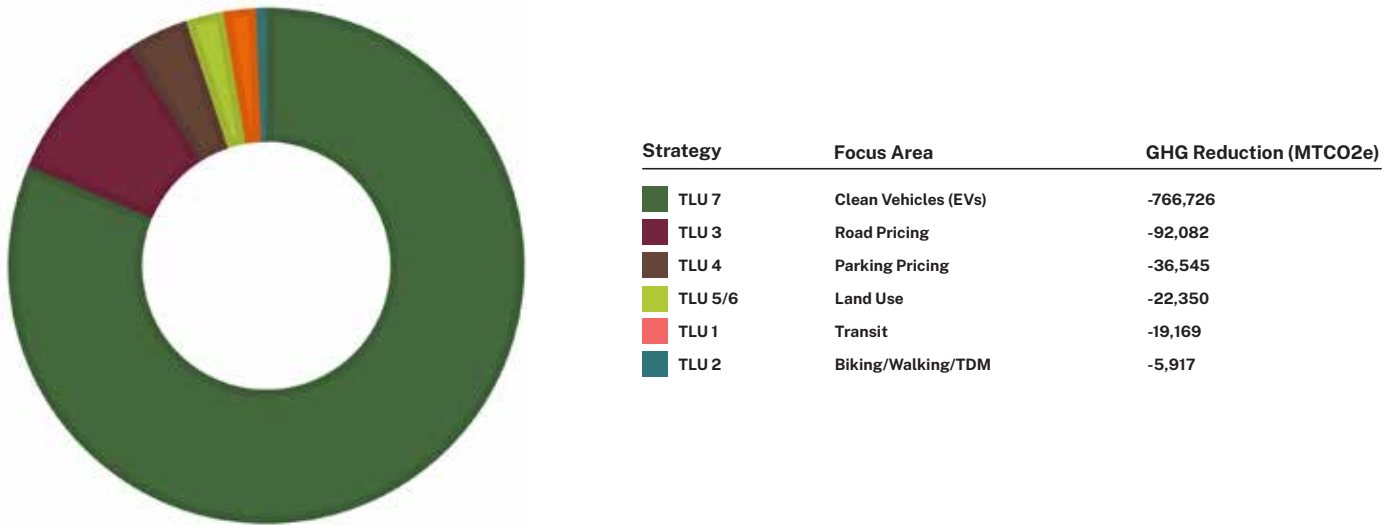
As is the case today, cars and trucks will still be needed in the future. With our current transportation infrastructure, private vehicles are often the best option for people with limited mobility such as youth or seniors, or people with disabilities. Support for transitioning to EVs should focus on these types of trips and drivers. As in any dense city, there are challenges to broad adoption of EVs in San Francisco. These include currently limited charging infrastructure, the unique challenges of multi-unit residential buildings such as limited parking, common garage meters, landlord-tenant "split incentives", as well as a general lack of off-street parking where charging is easier to install and access. These issues must be addressed for people to feel comfortable switching to EVs. San Francisco will continue to invest in expanding the network of public charging infrastructure, promote the adoption of zero emission vehicles, and make progress transitioning the City's non-revenue fleet to zero emission vehicles, among other policies.

While expanding vehicle electrification is essential to reducing emissions, there are uncertainties around the travel behavior associated with their use. For example, if EV adoption is led by those with higher incomes, it will worsen existing socio-economic disparities in the transportation sector. If not well managed and mitigated, these impacts could move San Francisco away from its long-range transportation and equity goals and result in increased congestion, unsafe roadways, and more inequity. Another specific challenge to address is that there are currently no wheelchair-accessible electric vans, which calls on San Francisco to develop solutions to this problem. Policies such as "Transit First" and principles such as "equitable access" in the "Electric Vehicle Roadmap for San Francisco" are aimed to safeguard against the potential unintended consequences of rapid electrification.

GHG Pathways for Emission Reductions and Co-Benefits

The pathways for projected emissions reductions from ground transportation are shown in Figure 19. Major changes to emissions result from actions affecting vehicle miles travel (VMT), and from the further adoption of EVs. See **Appendix C-3** for a technical

FIGURE 19: 2050 GHG REDUCTION POTENTIAL PATHWAYS (MTCO2E) BY FOCUS AREA FOR THE TRANSPORTATION AND LAND USE SECTOR⁴¹



overview. Figure 19 shows the projected emissions impact of each individual TLU strategy compared to the 2050 baseline scenario. When all strategies are implemented simultaneously, each strategy’s individual effectiveness is impacted by others, therefore the total reduction does not equal the exact sum of all strategies. Furthermore, the City will play a major role in integrating the shift to low-carbon modes with major transit improvements and land use strategies that can create significant regional emission reductions not included in the analysis.

With cars and trucks contributing such a large portion of sector emissions, electrifying private vehicles is projected to have a significant impact on emissions reductions. However, this focus does not reflect the full range of potential benefits that could come from transforming the transportation sector. To have a holistic approach to transportation policy, a co-benefit framework is critical to understand the synergies between current local impacts along with emissions reductions. This approach encourages decision making to account for multiple benefits and may assist with

funding efforts and garnering public support. Table 7 depicts six transportation co-benefits (emissions, congestion, equity, public health, safety, and economic vitality) and the alignment with each transportation action. This co-benefits framework acknowledges the multiple indirect climate change benefits that are clearly important as additional or primary motivations for adopting or implementing many of the transportation strategies and actions. It is essential to examine Figure 18 along with Table 7 to understand the total impact of each transportation action. For example, the actions in strategy TLU 2 that support walking, biking, and transportation demand management have lower emission reduction potential, but substantially align with important co-benefits and should still be considered an important climate mitigation strategy.

TABLE 7: CO-BENEFITS OF LOW CARBON TRANSPORTATION⁴²

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 1: Build a fast and reliable transit system that will be everyone’s preferred way to get around.						
TLU 1.1	*	*	*	*	*	*
TLU 1.2	*	*	*	*	*	*
TLU 1.3	*	*	*	*	*	*
TLU 1.4			*	*	*	
TLU 1.5	*		*	*	*	*
TLU 1.6	*	*	*	*	*	*
TLU 1.7			*			
TLU 1.8	*	*	*	*	*	*

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 2: Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.						
TLU 2.1	*	*	*	*	*	*
TLU 2.2	*	*	*	*	*	*
TLU 2.3	*	*	*	*	*	*
TLU 2.4	*	*	*	*	*	*
TLU 2.5	*	*	*	*	*	*
TLU 2.6	*	*	*	*	*	*
TLU 2.7	*	*		*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 3: Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.						
TLU 3.1	*	*	*	*	*	*
TLU 3.2	*	*	*	*	*	*
TLU 3.3	*	*			*	*
TLU 3.4	*	*	*	*	*	*
TLU 3.5	*	*	*	*	*	*
TLU 3.6	*	*	*			

 = Alignment with co-benefit

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 4: Manage parking resources more efficiently.						
TLU 4.1	*	*	*	*	*	*
TLU 4.2	*	*	*	*	*	*
TLU 4.3	*	*	*	*	*	*
TLU 4.4	*	*	*	*	*	*
TLU 4.5	*	*	*	*	*	*
TLU 4.6			*	*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 5: Promote job growth, housing, and other development along transit corridors.						
TLU 5.1	*	*	*	*	*	*
TLU 5.2	*	*	*	*	*	*
TLU 5.3	*	*	*	*	*	*

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 6: Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.						
TLU 6.1	*	*	*	*	*	*
TLU 6.2	*	*	*	*	*	*
TLU 6.3	*	*	*			*
TLU 6.4	*	*	*	*	*	*
TLU 6.5	*	*	*	*	*	*
TLU 6.6	*	*	*	*	*	*
TLU 6.7			*	*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 7: Where motor vehicle uses or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.						
TLU 7.1	*		*			
TLU 7.2	*		*	*		*
TLU 7.3	*			*		*
TLU 7.4	*			*		
TLU 7.5	*	*		*	*	*
TLU 7.6	*			*		*
TLU 7.7	*	*	*	*		*

Strategies Overview

The seven Transportation and Land Use strategies, and their supporting actions, must be implemented together to advance San Francisco’s vision for a transformed, low carbon, healthy, and equitable city. Implementation will require public engagement and support, significant funding, and in the case of some policies, formal adoption. New concepts will require technical studies, planning, and extensive outreach.

To produce equitable outcomes, public engagement must include robust multilingual public outreach and education campaigns that help communities understand, contribute to, and navigate the transition to a low carbon system. Implementation of actions must consider and proactively strive to prevent displacement. Integral to building a robust, efficient, and safe transportation system means building one that is accessible and useful to everyone, including people with disabilities, low-income households, and marginalized communities.

Top Climate Solutions:

- Invest in public and active transportation projects
- Increase density and mixed land use near transit
- Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure
- Utilize pricing levers to reduce private vehicle use and minimize congestion
- Implement and reform parking management programs



Did you know?

Co-Benefits of Climate Action:⁴³ Creating an active transportation network to shift trips from driving to walking, biking, and other low-carbon modes could result in:

VALUE OF A LIFE YEAR (VOLY) FROM INCREASED ACTIVITY

\$258 M
2030 – 2050

The mode shift toward active transport leads to significant positive health outcomes for new cyclists

REDUCED SOCIAL COSTS DUE TO REDUCED EMISSIONS

\$143,000
2030 – 2050

Fewer cars on the road means reduced air pollution and improved health outcomes.

All figures in net present value



Transportation & Land-Use

TLU.1

STRATEGY

Build a fast and reliable transit system that will be everyone's preferred way to get around.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose public transit.



GHG REDUCTION POTENTIAL BY 2030

100,000 - 250,000 mtCO2e



ESTIMATED COST BY 2030

\$\$\$\$\$: 500 million+



CLIMATE METRIC

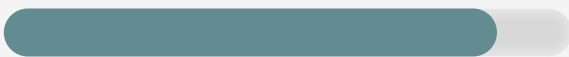
Increase in transit mode share



EQUITY METRIC

TBD

COMMUNITY BENEFITS



RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

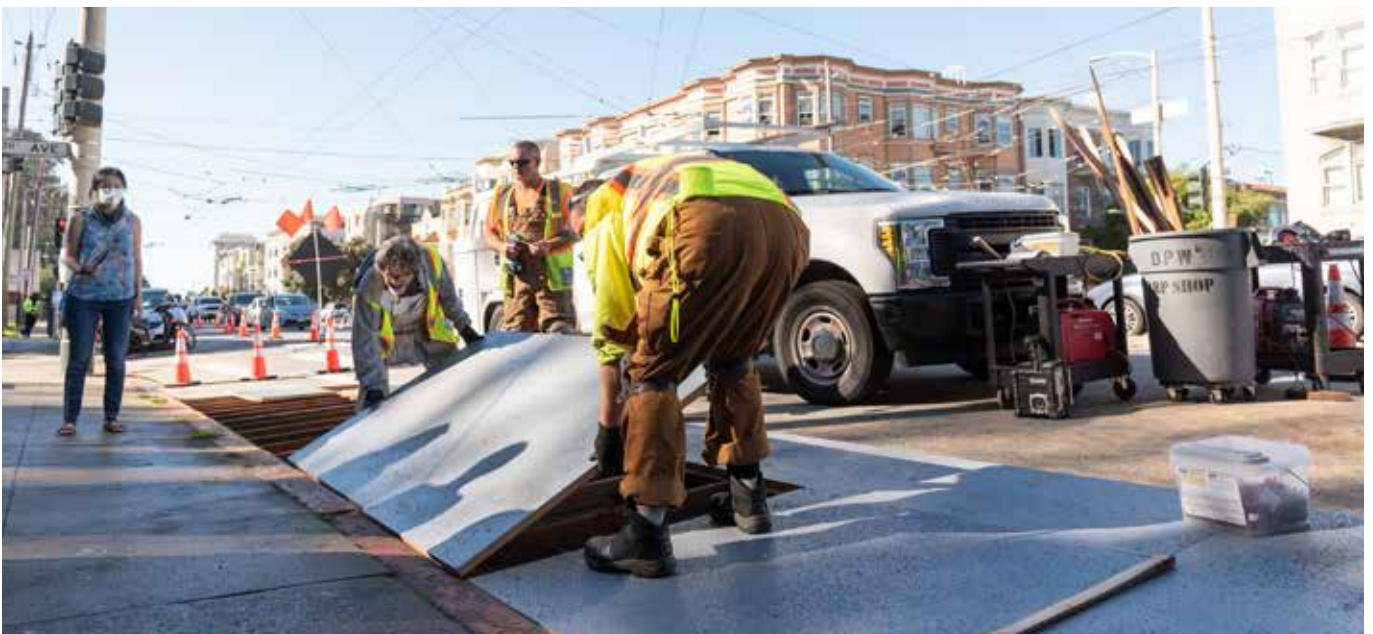
TLU.1-1 Fund and implement the recommendations of the ConnectSF Transit Corridors Study and Muni Forward Plan, including taking steps to:

- a) Identify and implement key transit corridors for service every 5 minutes or better all day long.
- b) Ensure transit on frequent corridors is not delayed by recurring congestion by investing in transit-only lanes, signal management, queue-jump lanes and other transit priority treatments.
- c) Retime traffic lights to minimize signal delay for frequent lines.
- d) Optimize stop spacing on frequent lines to maximize transit ridership.
- e) Advance major transit capital projects, including a new Westside Subway along 19th Avenue and Geary, the Caltrain Downtown Extension, Central Subway extension, and the Link21 new transbay tube.

TLU.1-2 Improve transit reliability by bringing infrastructure into a state of good repair. Adequately fund State of Good Repair with at least \$300 million annually.

TLU.1-3 Greatly improve rider comfort, safety, and experience on transit across age, gender, race, and ability to encourage more people to ride transit. Example activities include data collection, reporting, sensitivity training of fare inspectors, and expanding the Muni Transit Assistance Program.

- TLU.1-4 Implement Phase One of SFMTA's Racial Equity Action Plan to improve working conditions and initiate the development of Phase Two in 2021 and then implement Phase Two in 2022 to improve safety, access, and opportunities for the public.
- TLU.1-5 While meeting transit ridership goals, prioritize services and reduce obstacles for more vulnerable populations, neighborhoods with fewest mobility options, and populations that have faced historic disinvestment.
- TLU.1-6 By 2025, implement 50 miles of Muni Forward transit priority improvements, including 30 miles of new transit-only lanes. to increase reliability, frequency and safety for riders.
- TLU.1-7 By 2022, study the role of Muni fare programs on equity, climate, and mobility goals and adopt recommendations.
- TLU.1-8 Improve connectivity between regional and local transit service by:
- Funding targeted projects that improve physical connections and make transfers seamless between local and regional transit systems
 - Collaborating with regional partners to improve coordination between regional operators and secure funding for projects, including Caltrain Downtown Rail Extension, Caltrain Service Vision, Second Transbay Crossing, California's State Rail Plan, and ferry projects.



Fulton Bus Bulb installation. Photo Credit: SFMTA

 **Transportation & Land-Use**

TLU.2

STRATEGY

Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose active modes like walking and biking.



GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 mtCO2e



ESTIMATED COST BY 2030

\$\$\$: 10-100 million



CLIMATE METRIC

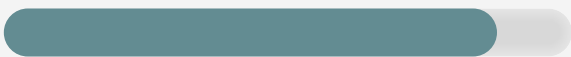
Increase in walk and bike mode share



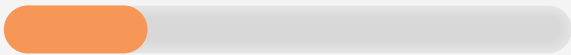
EQUITY METRIC

TBD

COMMUNITY BENEFITS



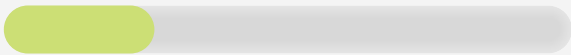
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

- TLU.2-1 Continue to expand programs that provide corridors that are attractive to all demographics for walking, biking, and using scooters, wheelchairs, and other small mobility devices. Connect the Slow Streets network, car-free roads in parks, and the protected bikeway network to neighborhoods in San Francisco.
- TLU.2-2 Expand community programs and partnerships to make biking more accessible, via safety and maintenance classes, community parking, and subsidies for electric bikes for low-income residents.
- TLU.2-3 By 2022, establish a modal planning framework, placing transit and active modes at the forefront, that will guide decisions about design and utilization of the City's rights-of-way.
- TLU.2-4 Expand the protected bikeway network by at least 20 miles by 2025.
- TLU.2-5 Establish and utilize design guidelines to improve connectivity and access to active transportation options at major transit stops.
- TLU.2-6 Update San Francisco's Bike Plan by 2023 to improve and expand the active transportation network with robust community input.

- TLU.2-7 Encourage employers to further reduce auto commutes through incentives such as transit benefits and universal passes, e-bike incentives, active transportation support, telework policies, and carpool programs.
- a) Continue promoting Transit First initiatives and incentives for all City employees
 - b) Integrate existing SFO Employee and Airline Employee BART Discount Programs



Photo Credit: SFMTA

 **Transportation & Land-Use**

TLU.3

STRATEGY

Develop pricing and financing of mobility that reflect the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.



WHAT WOULD SUCCESS LOOK LIKE?

Less congested streets and a more equitable transportation system through targeted re-investment of fees, discounts, and/or incentives to help disadvantaged travelers and advance the use of low carbon modes.



GHG REDUCTION POTENTIAL BY 2030

Greater than 400,000 mtCO2e



ESTIMATED COST BY 2030

\$. 0-1 million



CLIMATE METRIC

Reduced vehicle miles traveled (VMT)



EQUITY METRIC

TBD

COMMUNITY BENEFITS



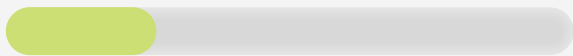
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

- TLU.3-1 By 2022, develop recommendations for programs and policies that will advance equity (e.g., provide discounts and exemptions for low-income individuals), reduce vehicle traffic, and increase transit service to downtown. For example, complete the Downtown San Francisco Congestion Pricing Study recommendations, and by 2026, study and implement the appropriate pricing policies.
- TLU.3-2 Advance local, regional, state, and federal opportunities to transition away from fossil fuels by increasing fees to drive.
 - a) By 2022, identify and consider pricing mechanisms that can be implemented locally (e.g. vehicle license fee).
 - b) By 2022, establish priorities to advocate for regional, state and federal legislation (e.g. increase gas tax, application of road user charges).
- TLU.3-3 By 2023, introduce new tools to manage short-term curb uses, such as flexible regulations and pricing.
- TLU.3-4 Develop and take all necessary steps to implement an integrated system of tolling for bridges and freeways and on Treasure Island to prioritize transit and higher occupancy vehicles.
- TLU.3-5 Implement the Treasure Island Mobility Management Program including new ferry service, East Bay bus service, and island tolling.
- TLU.3-6 Apply policy tools to reduce impacts on low-income and historically marginalized communities and ensure that money generated from pricing programs is invested in transportation improvements, especially for those communities.



TLU.4



STRATEGY

Manage parking resources more efficiently.



WHAT WOULD SUCCESS LOOK LIKE?

Parking resources in San Francisco are managed in a more efficient way that better reflects our climate and transit-first priorities.



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating (no direct reduction)



ESTIMATED COST BY 2030

\$. 0-1 million



CLIMATE METRIC

of parking spaces and amount of curbside that is actively managed
of vehicles registered in San Francisco



EQUITY METRIC

TBD

COMMUNITY BENEFITS



RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

- TLU.4-1 Prioritize enforcement of parking and curb regulations that impact street safety and efficiency
- TLU.4-2 Expand paid parking citywide, where appropriate Set prices at a level that reduces demand for parking so that drivers can always find a parking space near their destination.
 - a) Reinvent and expand the Residential Parking Permit program.
 - b) Expand paid hourly parking to Sundays and evenings, where appropriate.
 - c) Expand demand-responsive parking meter and garage pricing.
- TLU.4-3 Steadily reduce the City’s overall parking supply in keeping with traffic reduction and emissions reduction goals, and convert underutilized public and private parking lots, parking spaces, and garages to more productive uses, such as housing and car-free roads in parks.
- TLU.4-4 Reinvent and expand the parking tax on private parking to reduce congestion, air pollution and emissions.
- TLU.4-5 While using pricing to balance parking supply and demand, develop programs to reduce impact on low-income, auto-dependent people and ensure net benefit to low-income individuals.
- TLU.4-6 Implement a program to prioritize access and parking for people-with-disability parking placards.

STRATEGY

Promote job growth, housing, and other development along transit corridors.

TLU.5



WHAT WOULD SUCCESS LOOK LIKE?

San Franciscans have access to good jobs, housing, services within a transit-accessible corridor.



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating (no direct reduction)



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

Reduced vehicle miles traveled (VMT)



EQUITY METRIC

TBD

Supporting Actions

- TLU.5-1 Expand housing capacity (for example, by increasing heights and removing restrictions on density) in areas where existing or new high-capacity transit is planned.
- TLU.5-2 Locate jobs close to existing or new high-capacity transit corridors.
- TLU.5-3 Use streamlined approval processes, such as Housing Sustainability Districts, in the 1/4-mile areas around major transit stations to build housing and mixed-use developments more quickly.

COMMUNITY BENEFITS



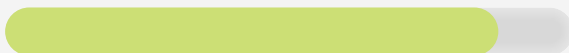
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

 **Transportation & Land-Use**

TLU.6

STRATEGY

Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco neighborhoods are compact and have a variety of uses (stores, services, amenities) that residents can easily access



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating (no direct reduction)



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

Reduced vehicles miles traveled (VMT)



EQUITY METRIC

TBD

Supporting Actions

- TLU.6-1 Facilitate the development of neighborhoods where people live within an easy walk or roll of their daily needs. Create a working group of City agencies and residents to plan and design for such neighborhoods.
- TLU.6-2 Examine rezoning to allow for multi-family housing throughout San Francisco.
- TLU.6-3 By 2023, increase the types of home-based businesses allowed in residential districts.
- TLU.6-4 Identify and reimagine under-utilized publicly owned land and roadways that could be transformed or repurposed.
- TLU.6-5 Design public space and the transportation system (including roadways) to advance racial and social equity by co-developing plans and projects with BIPOC community members and understanding their needs before designing the space.
- TLU.6-6 Update the Transportation Element of the City's General Plan.
- TLU.6-7 Design public space and the transportation system to advance disability justice by co-developing plans and projects with diverse elements of the disability community and understanding their needs before designs are complete.

COMMUNITY BENEFITS



RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE



 **Transportation & Land-Use**

TLU.7

STRATEGY

Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEVs) and other electric mobility options.



WHAT WOULD SUCCESS LOOK LIKE?

100% car sales by 2030 are EV's without increasing number of vehicles in SF



GHG REDUCTION POTENTIAL BY 2030

Greater than 400,000 mtCO2e



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

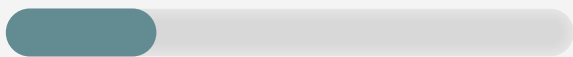
% of electric vehicles in new vehicle sales



EQUITY METRIC

community-endorsed charging infrastructure projects in communities with environmental justice burden as identified in [EJ Communities Map](#)*

COMMUNITY BENEFITS



RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

- TLU.7-1 By 2023, launch a public awareness campaign, including messaging tailored to specific communities, with the goal of educating residents about the health, economic, and environmental benefits of transit, active transportation, and electric vehicles.
- TLU.7-2 Expand publicly available EV charging across the city that is financially and geographically accessible to low-income households and renters.
 - a) By 2022, complete an evaluation framework to develop curbside charging pilots
 - b) By 2023, expand charging to 10% of spaces in municipally owned parking lots
 - c) By 2023, expand charging to 10% of spaces within privately owned large commercial garages
 - d) By 2023, create three “fast-charging hubs” with one serving a disadvantaged community within San Francisco.
 - e) By 2025, install charging to 10% of SFO-owned parking stalls supported by load management software.
- TLU.7-3 By 2024, develop a plan to help the City’s non-revenue fleet and small and locally owned businesses build infrastructure that allows for zero emission delivery, drayage, and longer haul trucks.
- TLU.7-4 By 2023, establish a pathway to incentivize ZEVs for passenger service vehicles operating at the airport.

TLU.7-5 By 2024, launch a pilot to advance the use of ZEVs, e-bikes, and other low-carbon modes for door-to-door goods and meal delivery services.

TLU.7-6 By 2030, create incentives for the use of renewable diesel and emerging zero-emission technologies to reduce emissions from construction equipment at least 50% from 2020 levels.

TLU.7-7 Design by 2023 and launch by 2024 a pilot project to test the use of accessible bicycles, e-bicycles and e-scooters for commuting, as well as recreation.



Photo Credit: SFMTA



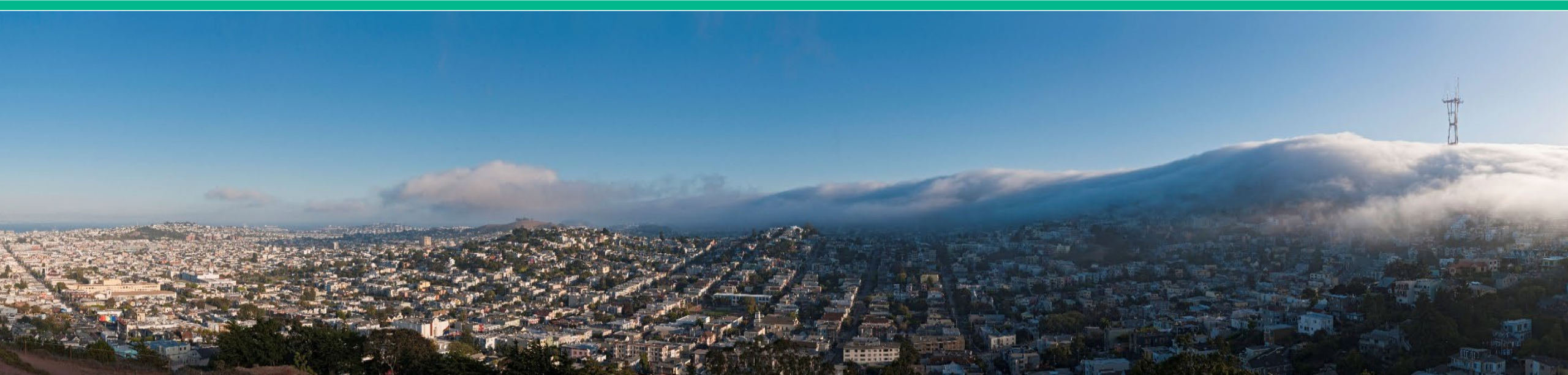
SF Environment

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San Francisco's 2021 Climate Action Plan

SFCTA Community Advisory Committee meeting
February 23, 2022



62 Agenda



Purpose & Climate
Targets

01

Lenses and Engagement

02

Key Sectors and Goals

03

Solutions, Impact, & Co-benefits

04

Next Steps

05



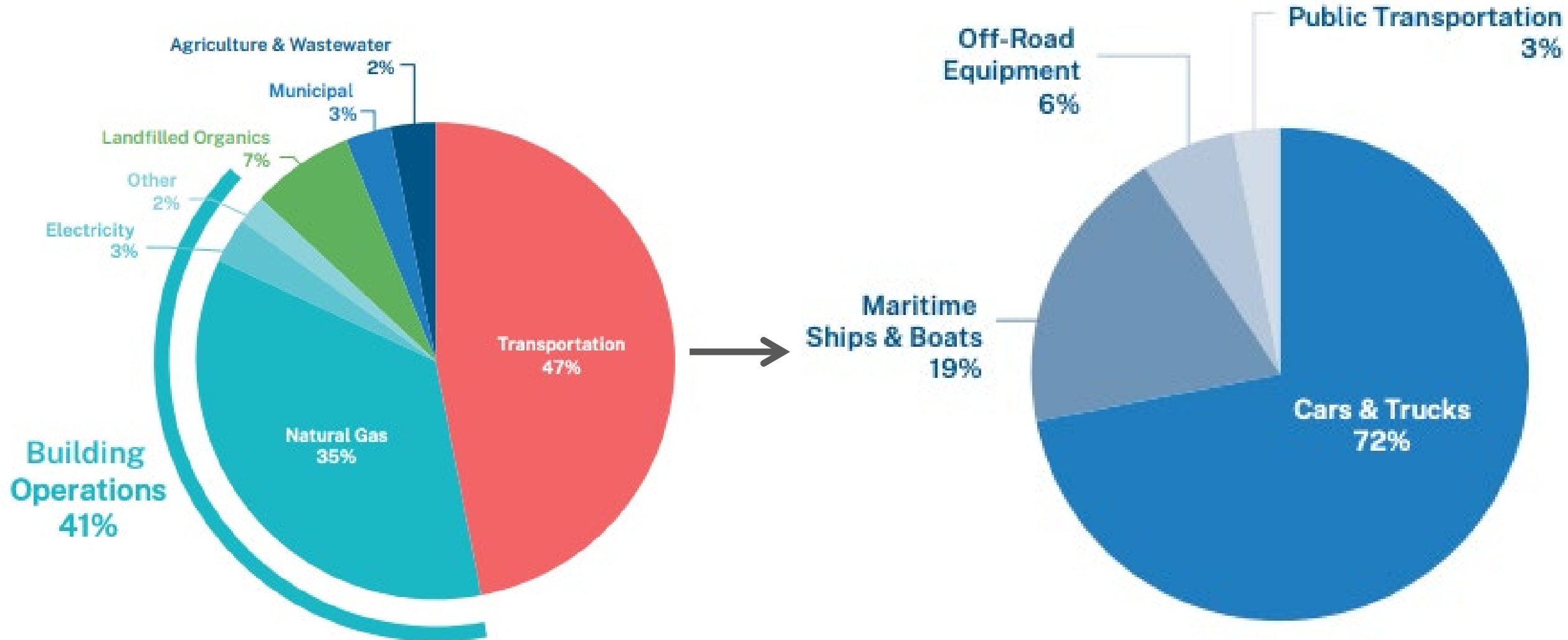
Purpose

Lay out actionable steps to eliminate GHG emissions and advance racial & social equity.

Issue a Paris Agreement-compliant CAP that supports global health.

Demonstrates the City's commitment and leadership at the local level.

64 San Francisco's Sector-based Inventory (2019)



Climate Action Plan: Lenses



66 Stakeholder Engagement



City-led Technical Working Groups: 82 staff from 20 departments; targeted engagement efforts (Anchor Partner Network, sector focus groups, etc.)



Public Engagement: kick-off webinar with Mayor Breed; 10 public workshops (English, Chinese, & Spanish); 11 community presentations



238,845 people reached



5,777 actively engaged



800 public survey responses

Climate Action Plan: Sectors



Energy
Supply



Transportation &
Land Use



Housing



Building
Operations









Responsible
Production &
Consumption



Healthy
Ecosystems

68 CAP Sector Climate Action Goals



 Energy Supply	2025: 100% Renewable Electricity 2040: 100% Renewable Energy
 Transportation	2030: 80% Low-Carbon Trips & 25% EVs 2040: 100% EVs
 Housing	5,000 New Housing Units Per Year, 30% Affordable, Emphasis on Rehab
 Building Operations	2021: New Buildings Zero Emissions 2035: All Large, Existing Commercial Buildings Zero Emissions
 Production & Consumption	2030: 15% Solid Waste Reduction & 50% Disposal Reduction
 Healthy Ecosystems	Sequester Carbon Through Nature-Based Solutions

Transportation & Land Use





Public Transit

With community input, build a fast and reliable transit system that is accessible to all and will be travelers' preferred way to get around.



Jobs & Housing Near Transit

Promote job growth, housing, and other development along transit corridors.



Walking, Biking & Low-Carbon Modes

Create a complete and connected active transportation network that shift trips from driving to walking, biking, and other low-carbon modes.



Increase Density Efficiency

Increase density, diversity of land uses, and location efficiency across San Francisco.



Equitable Pricing Levers

Use equitable pricing levers to manage congestion and carbon emissions, while reinvesting revenues to further improve the multimodal transportation network.



Zero Emission Vehicles

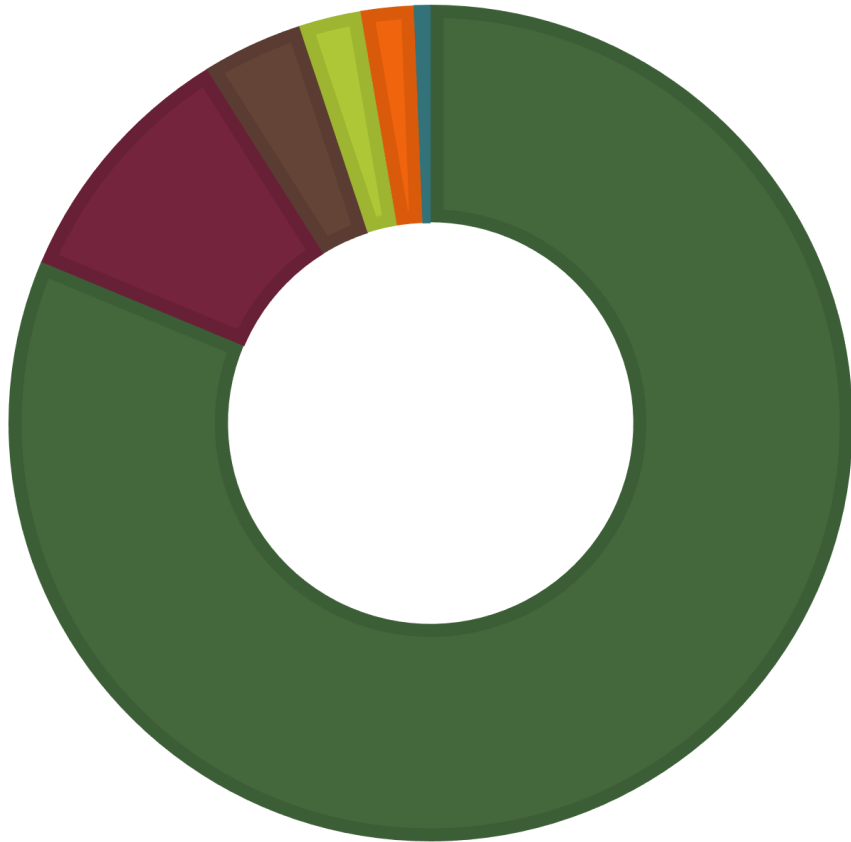
Accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.



Parking Efficiencies

Use San Francisco's parking resources more efficiently.

Projected Impacts of Strategies



Strategy	Focus Area	GHG Reduction (MTCO₂e)
TLU.7	Clean Vehicles (EVs)	-766,726
TLU.3	Road Pricing	-92,082
TLU.4	Parking Pricing	-36,545
TLU.5/6	Land Use	-22,350
TLU.1	Transit	-19,169
TLU.2	Biking/Walking/TDM	-5,917

TLU Co-benefits table - Example



CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 1: Build a fast and reliable transit system that will be everyone's preferred way to get around.						
TLU 1.1	*	*	*	*	*	*
TLU 1.2	*	*	*	*	*	*
TLU 1.3	*	*	*	*	*	*
TLU 1.4			*	*	*	
TLU 1.5	*		*	*	*	*
TLU 1.6	*	*	*	*	*	*
TLU 1.7			*			
TLU 1.8	*	*	*	*	*	*

Top Climate Solutions to get to Net-Zero Emissions

TRANSPORTATION & LAND USE

Invest in public and active transportation projects

Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure

Increase density and mixed land use near transit

Implement and reform parking management programs

Utilize pricing levers to reduce private vehicles use & minimize congestion

ENERGY SUPPLY

Use 100% renewable electricity and phase-out all fossil fuels

BUILDING OPERATIONS

Electrify existing buildings

HOUSING

Increase affordable compact infill housing production near transit

RESPONSIBLE PRODUCTION & CONSUMPTION

Reduce food waste and embrace a plant-rich diet

HEALTHY ECOSYSTEMS

Enhance and maintain San Francisco's urban forest and open space

74 Next Steps



Thank You



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SF Environment

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A Department of the City and County of San Francisco



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Memorandum

AGENDA ITEM 8

DATE: February 18, 2022
TO: Community Advisory Committee
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 02/23/2022 CAC Meeting: Update on the Development of a New Expenditure Plan for the Half-Cent Transportation Sales Tax

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>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. To support that effort, the Board approved establishment of a 27-member Expenditure Plan Advisory Committee (EPAC) to help shape the new Expenditure Plan. CAC member Rosa Chen represents the CAC on the EPAC and Eric Rozell who was recently appointed to the CAC, has also been serving on the EPAC. The EPAC has been meeting regularly since September and is expected to take action at its February 24 meeting to recommend adoption of a new Expenditure Plan to the Board. This memo provides an update on the work on the EPAC and other outreach and engagement efforts for the new Expenditure Plan. We expect to bring the EPAC’s recommendation to the Board for approval in March in order to meet the deadline for the Board of Supervisors to place a measure on the November 22 ballot.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 nearly \$2 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, and new and upgraded signals.

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 program. 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

2022 Expenditure Plan Outreach and Engagement. During prior presentations to the CAC and Board, we have described the outreach and engagement strategy for the development of the 2022 Expenditure Plan and given updates on input received to date. Our 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 1 provides a summary of all the outreach completed to date, including how community input has been used to inform recommendations for the 2022 Expenditure Plan.

EPAC Update. The EPAC has been meeting virtually twice a month since early September. 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 also appreciative of the time and effort our partner agencies have dedicated to supporting the EPAC discussions.

The EPAC's meetings began with background on the existing half-cent sales tax and a presentation on the Transportation Authority's equity analysis for the new expenditure plan



(available online at the project website). Transportation Authority staff provided a Preliminary Draft Expenditure Plan for the EPAC to respond to and to facilitate conversation. Meetings in 2021 largely focused on presentations from project sponsor agencies about their funding needs in San Francisco and small break-out group discussions about member's priorities for that funding. The EPAC discussed project type eligibility within different proposed programs and has discussed the administration of the sales tax focusing on the 5-Year Program of Projects (5YPP) project prioritization process. Over the last few meetings, the EPAC has focused primarily on discussing relative funding levels for the different programs and moving closer toward a final draft plan.

Draft New Expenditure Plan. The current draft Expenditure Plan is structured similarly to Prop K, with a list of programs that describe the types of transportation investments that can be funded with the sales tax; sets limits for the amount of funds for each program; establishes expected leveraging of federal, state, regional or other local funds; and identifies eligible project sponsors. The draft Expenditure Plan also has policies to guide program administration, including, but not limited to how projects will be selected for funding from the various programs over the 30-year life of the Expenditure Plan.

At the last meeting of the EPAC on February 10, staff utilized EPAC member feedback, community input, and project sponsor priorities to recommend three revised funding scenarios for the EPAC's consideration. EPAC members generally voiced their support for Scenario 2, which is represented as the Working Draft in Attachment 2 and in the attached presentation for the CAC (Attachment 3), and asked staff to come back with some options to potentially increase funding for four programs: BART Core Capacity, Paratransit, Safer and Complete Streets, and Tree Planting. We will bring some options back to the EPAC on February 24.

Also on February 10, the EPAC requested a discussion of how to prioritize projects that benefit Equity Priority Communities and other disadvantaged communities in the project selection process once the Expenditure Plan is in place. Transportation Authority staff are recommending some new policies which are included in the attached draft.

Many of the programs and policies in the current working draft Expenditure Plan are consistent with the Prop K Expenditure Plan, but the EPAC has left its mark on the draft Expenditure Plan. At the CAC meeting, we will highlight the most noteworthy changes from Prop K. We anticipate the EPAC will make further changes to the draft Expenditure Plan at its final meeting.

Next Steps. The final virtual EPAC meeting is scheduled for February 24 from 6 to 8 pm at which the EPAC will consider recommending adoption of a new Expenditure Plan to the Transportation Authority Board. The Transportation Authority's authorizing statute requires that the Metropolitan Transportation Commission approve the expenditure plan before it can be placed on the ballot by the San Francisco Board of Supervisors. The anticipated dates for the next steps in the approval process are listed below:



- Transportation Authority Board
 - March 8 - First approval, public comment taken
 - March 22- Final action
- Metropolitan Transportation Commission (MTC)
 - April 8 - MTC Planning Committee
 - April 27 - MTC Commission
- Board of Supervisors (Dates TBD):
 - May (introduction) - June (approvals)

Meeting dates will be posted on the project website (www.sfcta.org/ExpenditurePlan) as soon as they are finalized.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The Community Advisory Committee will hear this item at the February 23, 2022 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - 2022 Expenditure Plan Outreach and Engagement Summary
- Attachment 2 - Working Draft Expenditure Plan Summary Table (February 18, 2022)
- Attachment 3 - Presentation to the CAC

New Expenditure Plan for San Francisco's Half- Cent Sales Tax for Transportation: Outreach Findings

Spring 2021 - Winter 2022



San Francisco
County Transportation
Authority

Draft

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1. Introduction

The San Francisco County Transportation Authority (Transportation Authority) has been preparing to ask San Francisco voters in November 2022 to continue the existing half-cent transportation sales tax and approve a new 30-year investment plan, also known as the Expenditure Plan. As with the prior two Expenditure Plans managed by the Transportation Authority, this new Expenditure Plan will determine how the Transportation Authority invests sales tax dollars to improve transportation across the city.

Outreach and engagement is a crucial component of developing a new Expenditure Plan with broad community support and equity at the forefront. The Transportation Authority has drawn on outreach that has been done for other efforts such as ConnectSF and the San Francisco Transportation Plan, as well as conducted outreach specific to the new Expenditure Plan. This Expenditure Plan outreach has particularly targeted low-income communities, communities of color, and monolingual communities across the city, to help advance the Transportation Authority's equity framework. This document outlines outreach activities, provides a synthesis of feedback from community outreach and details how that feedback has been used to inform development of a new Expenditure Plan.

2. Feedback Tools

The project team utilized the following channels to gather feedback:

- Partnered with **8 community-based organizations** serving Equity Priority Communities to conduct in-depth **community interviews**
- Partnered with **3 community-based organizations to hold focus groups**, one each in Spanish, Chinese, and Russian, seeking feedback from monolingual communities that may not typically engage in transportation planning
- Held **2 Town Halls** inviting a broader audience to provide feedback, including an option to view a recording of the town hall and provide feedback via email
- Reached out to **29 community organizations** to spread awareness of outreach events and boost engagement
- Presented to numerous local organizations via **9 roadshow events** to seek feedback from their constituencies
- Hosted an **online survey available in multiple languages** asking about new and ongoing programs, receiving about **400 responses**
- Conducted a review of past outreach to incorporate feedback from previous planning efforts, including community-based transportation plans
- Held **11 virtual Expenditure Plan Advisory Committee Meetings**, open to the public with opportunity for public comment, to help shape the Expenditure Plan

- Made presentations at **5 Transportation Authority Community Advisory Committee** meetings and **5 Transportation Authority Board** meetings, open to the public with opportunity for public comment (as of February 15, 2022)
- Coming up: Statistically significant **voter opinion survey** representative of likely voters across the city

3. Summary of Key Findings

OVERALL THEMES

- There are **varied needs** and desires from different communities based in different parts of the city.
- **Improving transit** had broad support, including improvements to reliability, customer experience, better connections, and additional service.
- **Safety and accessibility** were a primary concern for many, including improving pedestrian and bicyclist safety and accessibility for seniors and people with disabilities.
- Putting equity at the forefront, including focusing investment in **Equity Priority Communities** and serving people with low incomes, was critical for many.
- Better **connections between neighborhoods**, especially considering changing pandemic travel patterns, and localized engagement around transportation solutions were emphasized.

4. Limitations of Outreach

Outreach was all virtual due to health orders related to the COVID-19 pandemic and many community-based organizations, particularly those serving disadvantaged populations, were overtaxed from having to address the ongoing challenges of the pandemic for their communities. To help address this, we held a series of in-depth interviews with representatives of community-based organizations serving Equity Priority Communities, held focus groups (in Chinese, Russian, and Spanish), and relied on members of the Expenditure Plan Advisory Committee to bring in their experience and share feedback from the communities they represent.

5. Key Findings from Community Interviews

Staff reached out to 18 community-based organizations and met with eight (8) organizations focused on serving Equity Priority Communities, including the Bayview, Chinatown, and senior populations. These were one-on-one community interviews that

provided background information on the half-cent transportation sales tax and reauthorization process and asked about community priorities. This was one way staff engaged with community-based organizations at a time when they were stretched thin helping their communities navigate and recover from the pandemic. The organizations and feedback are listed below.

5.1 | PARTICIPATING COMMUNITY-BASED ORGANIZATIONS

- A. Philip Randolph Institute
- BMAGIC
- Central City Single Room Occupancy Collaborative
- Chinatown Community Development Center
- Portola Neighborhood Association
- San Francisco Human Rights Commission
- Senior and Disability Action
- Southeast Asian Development Center

5.2 | OVERALL THEMES

Theme 1: Invest in transit

- Transit is the highest priority in some communities, especially with transit-dependent populations
- Transit maintenance is important
- There were affordability concerns, especially in light of the COVID-19 pandemic
- Support for funding paratransit

Theme 1 take-aways for Expenditure Plan design

- Include investments in transit and paratransit

Theme 2: Safety and security

- Concerns about street safety, specifically for pedestrians
- Concerns about personal safety, including on streets and on transit
- Desire to upgrade traffic signals to improve street safety
- Support for making quick-build projects permanent to improve bicycle and pedestrian safety

Theme 2 take-aways for Expenditure Plan design

- Include investments that support safety, including street and personal safety

Theme 3: Equity at the forefront

- Focus investments in low-income neighborhoods
- Provide in-language materials and resources, including maps and transit information
- Concerns about transportation affordability

Theme 3 take-aways for Expenditure Plan design

- Include equity in policies that prioritize funding
- Evaluate policies for inclusion, including multilingual outreach

Theme 4: School transportation solutions are needed

- Lack of yellow school buses makes getting to school difficult
- Additional Muni buses that serve schools are needed

Theme 4 take-aways for Expenditure Plan design

- Consider access to schools as prioritization metric for transit projects

6. Key Findings from Focus Groups

Focus groups were held in Chinese, Spanish, and Russian in partnership with three community-based organizations. They were focused on hearing from monolingual communities that may not typically engage in transportation planning. The focus groups were designed to be small group discussions around three questions:

1. Which ongoing programs are most important to your community,
2. What are your thoughts and feedback on the new program proposals, and
3. What other types of transportation investments would you like to see funded.

Participant information and themes are listed below.

6.1 | PARTICIPANT INFORMATION

Community Partner	Total Attendees	Languages Used
Community Youth Center of San Francisco	12	Cantonese
La Raza Community Resource Center	10	Spanish
Russian American Community Services	8	English, Russian

6.2 | OVERALL THEMES

Theme 1: Street safety and accessibility need improvement

- Participants would like safer pedestrian crossings and improved pedestrian access
- Separated bike lanes to improve safety
- Protected left turns were mentioned as a way to improve safety
- Additional traffic signals rather than stop signs, especially near parks and schools and in neighborhoods, as signals may be more respected by drivers

Theme 1 take-aways for Expenditure Plan design

- Include investments in bicycle and pedestrian safety and traffic signals

Theme 2: Transit is critical and improvements are needed

- Participants had concerns about overcrowding on transit
- Those who work non-traditional shifts would like more late night transportation options
- Reliability improvements, including transit-only lanes, are important to speed up buses
- Additional bus connections are needed between neighborhoods, as well as additional buses serving schools
- Transit should be safer, including more lighting at transit stops
- Pedestrian safety related to accessing transit should be improved, in particular pedestrian safety related to center-running buses on Geary Boulevard
- The need for restoration of Muni service was emphasized (amid the COVID-19 pandemic service cuts)

Theme 2 take-aways for Expenditure Plan design

- Include investments that improve transit, including reliability and safety benefits

Theme 3: Equity at the forefront

- Participants would like to invest more in transportation, especially in low-income communities
- Ensure all communities have good access to transportation options
- There were concerns about the affordability of transit. Ideas to improve affordability included transfer tickets and offering free weekend rides for families.

Theme 3 take-aways for Expenditure Plan design

- Put equity at the forefront of the expenditure plan, prioritizing investments in Equity Priority Communities which include concentrations of low-income households

Theme 4: Street resurfacing

- Some participants said that street repaving was essential for all modes
- Potholes present safety concerns and make it difficult for those with disabilities to ride the bus if the ride is too bumpy

Theme 4 take-aways for Expenditure Plan design

- Invest in street resurfacing to improve the transportation experience for all modes

Theme 5: Traffic congestion

- Some participants said they would like to improve the flow of traffic
- Synchronize traffic signals to improve flow for vehicles and transit
- Invest in transportation where new housing is being built to reduce congestion

- Concerns about congestion getting on and off the Bay Bridge

Theme 5 take-aways for Expenditure Plan design

- Invest in traffic signals to support transportation citywide
- Invest in transportation in areas of housing growth

Theme 6: Street closures and parking

- There were concerns about street closures (slow streets) increasing congestion on other nearby streets, leading to unsafe driving, and reducing available parking
- Parking solutions mentioned include an app to find shared parking, stacked parking, and additional parking garages

Theme 6 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan
- Invest in Transportation Demand Management programs that can help manage parking demand

7. Key Findings from Virtual Town Halls

Two virtual town halls were held to seek feedback from anyone interested in the draft Expenditure Plan investments. The town halls were advertised via community-based organizations, Transportation Authority Board members, and social media. One was held on a Tuesday evening and one on a Thursday evening to accommodate differing schedules. We also recorded a town hall and posted it online along with an option to provide feedback via email. Town Hall participant information and themes are listed below.

7.1 | PARTICIPANT INFORMATION

Community Partners	Total Attendees	Languages Used
<ul style="list-style-type: none"> • Asian Women’s Resource Center • Gum Moon Residence Hall • Richmond Neighborhood Center • One Richmond • SF Council of District Merchants • Sunset Neighborhood Beacon Center • Wah Mei School • We Are OMI • WISE Health 	37	Cantonese, English

<ul style="list-style-type: none"> N/A 	30	English
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7.2 | OVERALL THEMES

Theme 1: Invest in Muni

- Improvements to bus stops, including accessibility, lighting, loading, signage and amenities
- Reliability improvements are important
- Participants would like additional service
- Prioritize street paving on streets with Muni routes

Theme 1 take-aways for Expenditure Plan design

- Include Muni investments in the Expenditure Plan, including funding for bus stop improvements

Theme 2: Focus on neighborhoods

- Support for neighborhood-scale planning focused on localized transportation barriers and solutions
- Connection to land use, including mixed use neighborhoods and accommodating growth
- Support for transit in neighborhoods, including loop shuttles

Theme 2 take-aways for Expenditure Plan design

- Include investments in neighborhood-scale planning
- Include funding for transportation that supports new development

Theme 3: Slow Streets

- There was both strong support and opposition to slow streets, including support for moving away from car-centric streets and opposition to streets being closed to vehicles
- Desire for traffic calming, safety improvements, and shared roadways rather than closing streets to vehicle traffic
- Some sentiment that tax dollars are being used on street paving but not everyone has access to a street if they're driving and it's closed to cars

Theme 3 take-aways for Expenditure Plan design

- Include flexibility in the Expenditure Plan to accommodate new transportation concepts, such as slow streets, and the need to evaluate and iterate on them
- Include eligibility for pilot projects to help with this

Theme 4: Pedestrian and bicycle facilities

- Interest in protected bike lanes and additional bike parking
- Sidewalk widening is needed in some areas with heavy pedestrian traffic
- Bikeshare/scootershare hubs that serve neighborhoods had support
- Prioritize street paving on streets that have bicycle facilities

Theme 4 take-aways for Expenditure Plan design

- Include investments in pedestrian and bicycle infrastructure and amenities that support walking and biking

- Include flexible eligibility for emerging concepts such as bikeshare/scootershare hubs

Theme 5: Equity at the forefront

- Participants urged consideration of social justice and climate goals in investments
- Modal equity was mentioned as well, including more space for people walking, biking, and taking transit related to space available for cars
- Some participants were interested in fare-free Muni
- Some participants emphasized the importance of funding paratransit

Theme 5 take-aways for Expenditure Plan design

- Invest in programs that promote equity
- Consider both social and geographic equity in prioritizing investments

Theme 6: Traffic congestion

- There were concerns about traffic congestion for those who drive
- Participants expressed a need to improve the transportation system in areas experiencing residential growth
- Support for traffic management, including signal synchronization to benefit both Muni and cars

Theme 6 take-aways for Expenditure Plan design

- Include funding for transportation that supports new development
- Include investments in signal upgrades

8. Key Findings from Roadshow Presentations

Project staff offered to attend existing community meetings in order to reach people where they already are and seek feedback on the draft Expenditure Plan. Organizations and committees invited staff to present on the half-cent transportation sales tax, answer questions, and get feedback from their membership. Participating organizations and themes are listed below.

8.1 | PARTICIPANT INFORMATION

- Potrero Boosters
- Resilient District 10
- San Francisco Bicycle Coalition
- San Francisco Black Led Organizations
- San Francisco Transit Riders
- SFCTA's Business and Labor Roundtables*
- SFMTA's Paratransit Coordinating Council
- Tenderloin Traffic Safety Task Force

Coalition

*Attendees included representatives from: IW 378; Teamsters; Ironworkers Local; Transport Workers Union of America; Fisherman's Wharf CBD; McKinsey; Mission Bay TMA; Business Council on Climate Change; Salesforce

8.2 | OVERALL THEMES

Theme 1: Bicycle and pedestrian safety

- Participants would like protected bike lanes, especially to increase comfort in letting children ride to school
- Secure bike parking
- Support for quick build projects and bike infrastructure being installed throughout the city
- Desire for upgraded traffic signals, including pedestrian scrambles
- Concern about pedestrian safety where freeways meet city streets
- Concern about right-turning vehicles colliding with bikes at intersections

Theme 1 take-aways for Expenditure Plan design

- Invest in bicycle and pedestrian infrastructure, including signal upgrades

Theme 2: Transit investments

- Improve reliability, accessibility, personal safety and cleanliness of the transit system (local and regional)
- Improve transit access to parks and other amenities
- Invest in new buses, including electric vehicles and infrastructure needed to support them
- Install transit signal priority with upgraded signals
- Need to restore transit service (service cuts during pandemic), pay good wages to attract and retain drivers, mechanics, etc.

Theme 2 take-aways for Expenditure Plan design

- Invest in transit, including buses and electrification infrastructure and signal infrastructure that supports transit reliability

Theme 3: Equity at the forefront

- Equity should be at the root of a new expenditure plan
 - Focus investments in Equity Priority Communities
 - Recruit transportation employees with equity in mind, including in leadership and management positions, and create opportunities and scholarships for young people or those reentering the workforce
 - Consider safety and affordability of freeway travel for people that have been displaced from the city and may not feel safe on transit or have transit options available
-

Theme 3 take-aways for Expenditure Plan design

- Include Equity Priority Communities as a mechanism for prioritizing investments
- Consider all modes in the Expenditure Plan

Theme 4: Better connect neighborhoods

- Focus on travel between neighborhoods rather than downtown because travel patterns are changing

Theme 4 take-aways for Expenditure Plan design

- Include investments that support neighborhood travel

Theme 5: Paratransit and accessibility

- Participants expressed support for funding paratransit
- Expressed need to improve accessibility, including bus stop locations for seniors and people with disabilities
- Interest in funding to repair paratransit equipment, buy replacement and/or additional vehicles, and expand service

Theme 5 take-aways for Expenditure Plan design

- Include investments in paratransit, including vehicle maintenance and replacement, and accessibility improvements

Theme 6: Innovative enforcement strategies

- Some participants would like funding for enforcement, specifically of cars blocking bike lanes, and photo enforcement using red light and speed cameras
- Desire for innovative enforcement strategies that are equitable
- Signage is not enough for enforcement

Theme 6 take-aways for Expenditure Plan design

- Consider flexible eligibility that would allow exploration of compliance strategies related to improving safety and promoting equity

Theme 7: School transportation

- Participants said it was difficult getting kids to school and there was a lack of school buses
- Biking to school would be more of an option if there were more protected bike lanes and ways to store bikes in apartments

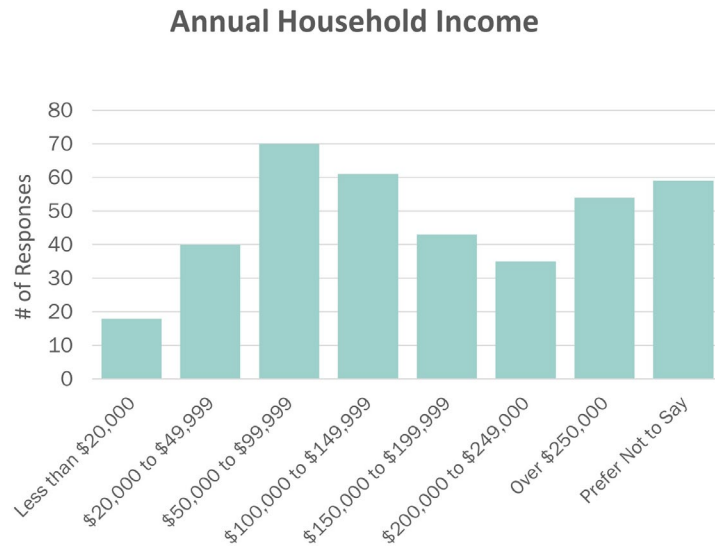
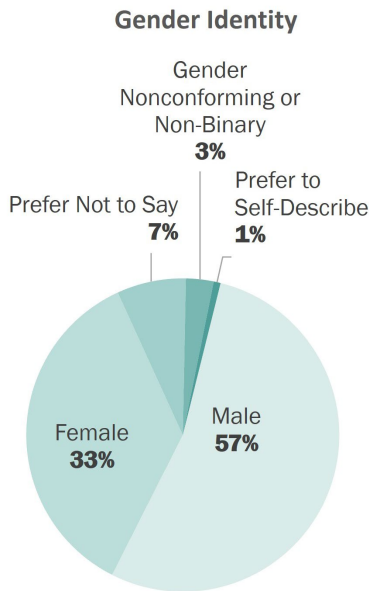
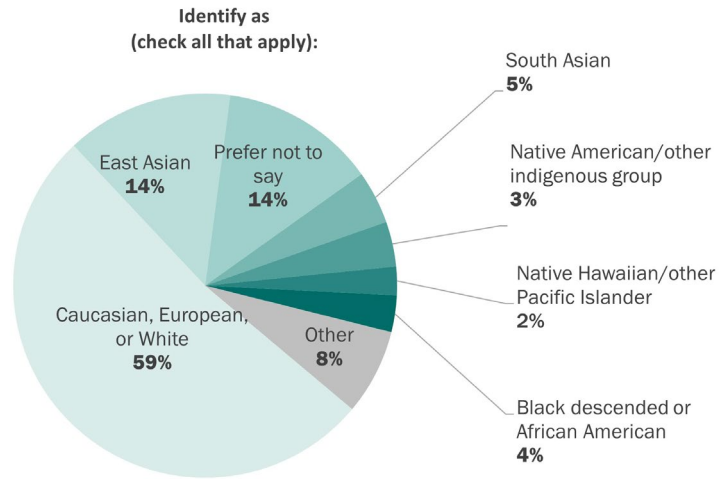
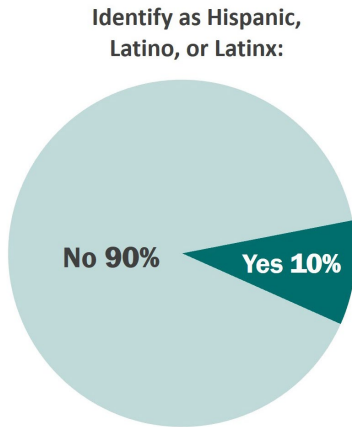
Theme 7 take-aways for Expenditure Plan design

- Invest in bicycle safety improvements
 - Consider school travel, such as Safe Routes to School programs, when developing program investments
-

9. Key Findings from Online Survey

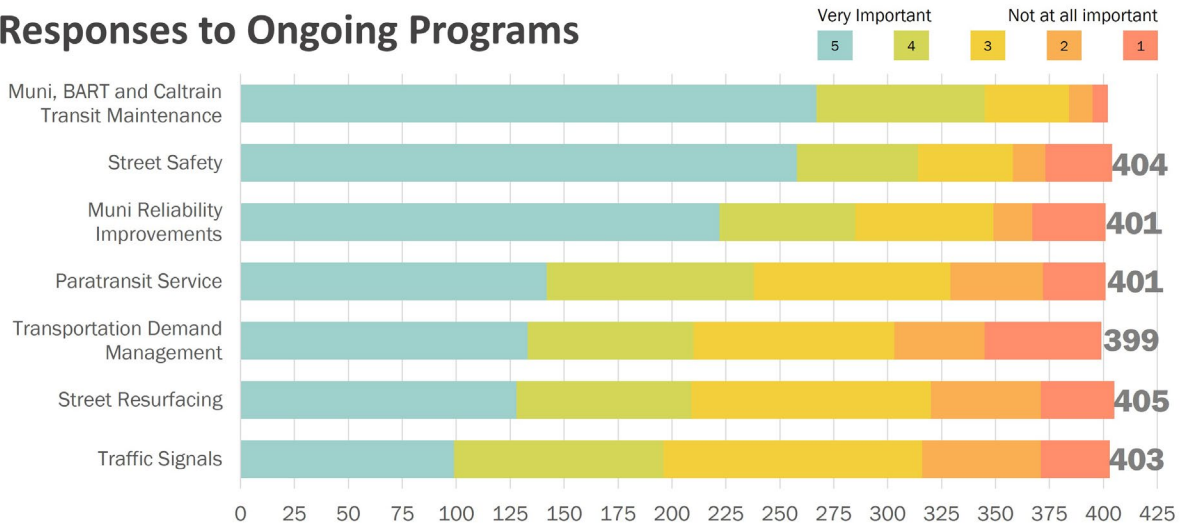
An online survey was available in multiple languages from late September 2021 to early February 2022 and received about 400 responses. The survey provided information on the half-cent transportation sales tax as well as ongoing programs and new programs and asked participants how important (rank 1-5) these programs were to them. There were also opportunities for open-ended responses to ongoing and new programs. The survey also collected voluntary demographic data to determine if respondents were representative of San Francisco overall. Survey respondents differed from San Francisco's population, skewing more white and male. The project team focused much of the outreach strategy on partnering with community-based organizations on outreach formats that allowed for more in-depth feedback from low-income communities of color to ensure the process included thorough feedback from historically underinvested communities. Survey and demographic data are shown below.

9.1 | PARTICIPANT INFORMATION



9.2 | ONGOING PROGRAMS

Responses to Ongoing Programs

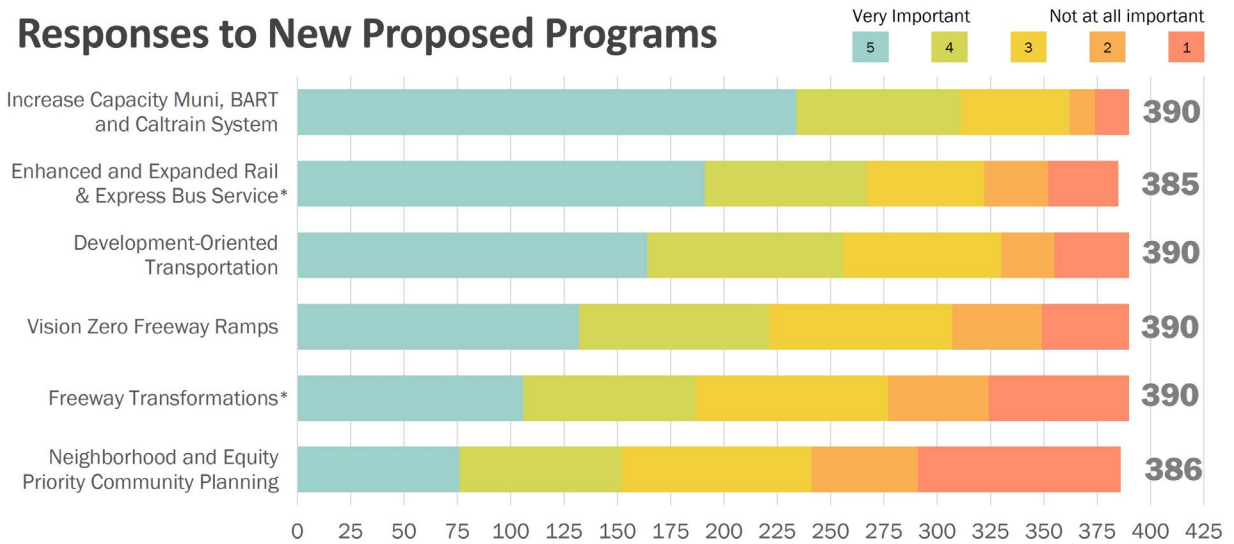


Take-aways for Expenditure Plan design

- Continue investing in ongoing programs, especially transit maintenance, street safety, and Muni reliability improvements.

9.3 | NEW PROGRAMS

Responses to New Proposed Programs



*Planning/design funds only

Take-aways for Expenditure Plan design

- Invest in transit capacity improvements, enhanced and expanded transit service, and transportation improvements that support new growth

9.4 | OVERALL THEMES FROM OPEN-ENDED RESPONSES

Theme 1: Transit improvements

- Expand bus and rail throughout the city
- Muni reliability improvements are critical
- Better integrate transit connections and transfers
- Address deliverability of major transit projects

Theme 1 take-aways for Expenditure Plan design

- Include investments in transit, including reliability and expansion
- Consider reporting mechanism for major transit projects

Theme 2: Safety and security

- Support for bicycle and pedestrian safety improvements, especially separated bike lanes
- Support for traffic calming improvements to slow down cars and improve safety
- Concerns about personal safety on transit and waiting at transit stops

Theme 2 take-aways for Expenditure Plan design

- Include investments that support safety, including street and personal safety

Theme 3: Slow streets

- There was some strong support for slow streets, including a permanent network around the city
- There was also opposition to slow streets, with a desire to open all streets to vehicles

Theme 3 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan

Theme 4: Enforcement

- Some participants expressed a desire for traffic enforcement and wanted automated enforcement, including speed cameras and red light cameras
- There was also interest in parking enforcement, especially cars double-parking in bike lanes

Theme 4 take-aways for Expenditure Plan design

- Consider flexible eligibility that would allow exploration of innovative enforcement strategies related to improving safety and promoting equity

Theme 5: Parking and traffic congestion

- Some respondents had concerns about parking removal and would like parking preserved and additional parking made available in areas throughout the city
- Support for traffic signal synchronization to improve traffic flow

Theme 5 take-aways for Expenditure Plan design

- Consider all modes when crafting the Expenditure Plan
-

- Invest in traffic signal upgrades
- Invest in Transportation Demand Management programs that can help manage parking demand

Theme 6: Equity

- Some respondents expressed a desire to tear down freeways and reconnect communities to advance equity
- Concerns about transit affordability and a desire for free transit and/or capped fares across transit systems
- Support for paratransit and essential trip cards serving seniors and people with disabilities

Theme 6 take-aways for Expenditure Plan design

- Include program eligibility for transformative freeway projects
- Invest in paratransit to serve seniors and people with disabilities
- Consider equity in prioritizing investments

10. Key Findings from Review of Past Outreach

At the beginning of the reauthorization process, staff reviewed outreach findings from various other plans including ConnectSF, the San Francisco Transportation Plan, Downtown Congestion Pricing, and various community-based transportation plans. These findings provided an opportunity for staff to learn from prior efforts and helped to shape the outreach strategy for reauthorization. Many of the themes from past outreach, listed below, are similar to feedback themes heard throughout the reauthorization outreach phase.

10.1 | PLANS AND STUDIES REVIEWED

- ConnectSF: Vision and Part 2 Outreach Reports
- San Francisco Transportation Plan
- Downtown Congestion Pricing: Outreach Round 1
- Freeway Corridor Management Study
- Freeway Ramp Intersection Safety Studies 1 & 2
- Various community-based transportation plans

10.2 | OVERALL THEMES

Theme 1: Transit needs improvement

- Transit is often slow, unreliable, and infrequent with too many transfers
- Increase transit service, including more frequent service and longer vehicles
- Improve bus stops with amenities

- Expand the transit network
- Free or reduced transit fares
- Better transit connections

Theme 1 take-aways for Expenditure Plan design

- Include investments in improving transit, including reliability and expansion

Theme 2: Safety and security are a concern

- Safety and security are a primary concern for many
- Improve pedestrian safety, including crosswalks and lighting
- Improve bicycle safety with infrastructure improvements

Theme 2 take-aways for Expenditure Plan design

- Include investments that improve bicycle and pedestrian safety

Theme 3: Equity at the forefront

- Think about who benefits from investments and who has been harmed from previous transportation investments
- Design programs with equity at the forefront

Theme 3 take-aways for Expenditure Plan design

- Prioritize equity when making investment decisions
- Consider how to repair past harms from transportation projects with new investments

Theme 4: Parking and loading are a neighborhood concern

- Balance street improvements with need for parking
- Loading space is needed

Theme 4 take-aways for Expenditure Plan design

- Consider all modes of transportation

11. Expenditure Plan Advisory Committee

Development of the new Expenditure Plan has also been informed by an Expenditure Plan Advisory Committee (EPAC). 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 and place it on the ballot. The EPAC provides an opportunity to engage stakeholders deeply in the development of a new Expenditure Plan. The 27 member EPAC represents a broad coalition of interests, including:

- 13 equity and neighborhood-focused representatives
 - 8 advocacy organizations
 - 6 business and civic group representatives
-

The EPAC has been meeting approximately bi-monthly from September to February (final meeting anticipated February 24, 2022) and meetings are open to the public, with public comment taken at each meeting. For more information on the EPAC, please visit sfcta.org/expenditureplan.

Acknowledgements

This outreach summary is part of the San Francisco County Transportation Authority's development of a new Expenditure Plan for the existing half-cent sales tax for transportation. For more information about the new Expenditure Plan, please visit sfcta.org/expenditureplan.

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Working draft based on Scenario 2 presented at February 10, 2022 EPAC Meeting

Table 1: 2022 Expenditure Plan Summary Table
2020 \$Millions

	Total Expected Funding ¹	Total Prop TBD ²	% of Prop TBD Funding ³
A. Major Transit Projects	\$ 10,334.7	\$ 583.0	22.4%
i. Muni Reliability and Efficiency Improvements	\$ 1,088.3	\$ 110.0	
ii. Muni Rail Core Capacity	\$ 720.0	\$ 57.0	
iii. BART Core Capacity	\$ 3,516.4	\$ 80.0	
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ 10.0	\$ 10.0	
v. Caltrain Downtown Rail Extension	\$ 5,000.0	\$ 326.0	
B. Transit Maintenance and Enhancements	\$ 10,066.3	\$ 1,071.0	41.2%
i. Transit Maintenance	\$ 9,047.1	\$ 975.0	
1. Muni Maintenance	\$ 7,934.8	\$ 825.0	
2. BART Maintenance	\$ 547.7	\$ 45.0	
3. Caltrain Maintenance	\$ 550.3	\$ 100.0	
4. Ferry Maintenance	\$ 14.3	\$ 5.0	
ii. Transit Enhancements	\$ 1,019.2	\$ 96.0	
1. Transit Enhancements	\$ 775.4	\$ 34.0	
2. Bayview Caltrain Station	\$ 100.0	\$ 27.0	
3. Mission Bay Ferry Landing	\$ 53.8	\$ 5.0	
4. Next Generation Transit Investments	\$ 90.0	\$ 30.0	
C. Paratransit³	\$ 1,270.0	\$ 290.0	11.2%
D. Streets and Freeways	\$ 3,765.1	\$ 490.0	18.9%
i. Maintenance, Rehabilitation and Replacement	\$ 2,194.7	\$ 214.0	
1. Street Resurfacing, Rehabilitation and Maintenance	\$ 1,984.0	\$ 105.0	
2. Pedestrian and Bicycle Facilities Maintenance	\$ 84.6	\$ 19.0	
3. Traffic Signs and Signals Maintenance	\$ 126.1	\$ 90.0	
ii. Safe and Complete Streets	\$ 1,107.8	\$ 233.0	
1. Safer and Complete Streets	\$ 911.8	\$ 180.0	
2. Curb Ramps	\$ 143.0	\$ 29.0	
3. Tree Planting	\$ 53.0	\$ 24.0	
iii. Freeway Safety and Operational Improvements	\$ 462.6	\$ 43.0	
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	
2. Managed Lanes and Express Bus	\$ 211.0	\$ 15.0	
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	
E. Transportation System Development and Management	\$ 836.8	\$ 164.0	6.3%
i. Transportation Demand Management	\$ 148.5	\$ 25.0	
ii. Transportation, Land Use and Community Coordination	\$ 688.3	\$ 139.0	
1. Neighborhood Transportation Program	\$ 191.2	\$ 46.0	
2. Equity Priority Transportation Program	\$ 192.2	\$ 47.0	
3. Development Oriented Transportation	\$ 273.7	\$ 36.0	
4. Citywide / Modal Planning	\$ 31.2	\$ 10.0	
Total	\$ 26,272.9	\$ 2,598.0	100.0%
	Total Prop TBD Priority 1	\$ 2,378.0	
	Total Prop TBD Priority 1 + 2	\$ 2,598.0	

Notes:

¹Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state, regional and local sources, plus \$2.598 billion in Prop TBD revenues. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) and (c) of the Public Utilities Code.

²The "Total Prop TBD" fulfills the requirements in Section 131051 (d) of the Public Utilities Code.

³Percentages are based on Prop TBD Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

⁴With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Paratransit is the primary exception, providing door-to-door vans and others transportation services for seniors and persons with disabilities who cannot use regular fixed route transit. Total Expected Funding for Paratransit reflects Prop TBD revenues, Federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

Development of the 2022 Expenditure Plan for San Francisco's Half-Cent Transportation Sales Tax



San Francisco
County Transportation
Authority

Transportation Authority CAC
February 23, 2022

Agenda

Background

Outreach and Engagement
Update

Expenditure Plan Advisory
Committee (EPAC) Update

Overview of Draft 2022
Expenditure Plan

Next Steps



San Francisco
County Transportation
Authority



Targeting a
potential
November 2022
election



Would keep the
same half-cent
sales tax for
transportation,
and...



Would approve
a new
transportation
sales tax
Expenditure Plan

New Expenditure Plan



All but one of the major capital projects are done or under construction, and several programs are running out of money

Sales tax provides a significant source of funding, which can support the city's COVID recovery

Why now?

San Francisco has new and emerging priorities

Allows us to use sales tax as local match to federal, state, and other funding



Outreach Plan includes:

Community
Interviews

Complete

Non-English
Focus Groups

Complete

Join existing
community
meetings

Ongoing

Online Survey

Complete

Expenditure
Plan Advisory
Committee

Ongoing

Traditional,
social and
multi-lingual
media

Ongoing

Town Halls

Complete

Voter Opinion
Survey

Planned Spring 2022

What We Heard: Overall Themes



Transit

- Improve transit reliability
- Improve customer experience, especially at bus stops
- Better connections
- Additional service

Safety & Accessibility

- Primary concern for many
- Improve pedestrian & bicyclist safety
- Improve accessibility for seniors & people with disabilities

Equity

- Focus investments in Equity Priority Communities and serving people with low incomes
- Multilingual outreach
- Affordability concerns

Neighborhoods

- Localize engagement and transportation solutions
- Better connections between neighborhoods
- Parking and congestion



- 27 members from neighborhoods, community groups, advocacy organizations, and business and civic interests
- Has met 10 times since September 2021
- Final virtual meeting February 24, 2022 at 6 p.m.
- EPAC Goal: to recommend a 2022 Expenditure Plan to the Transportation Authority Board for adoption, and urge the Board of Supervisors to put the measure on the ballot in 2022

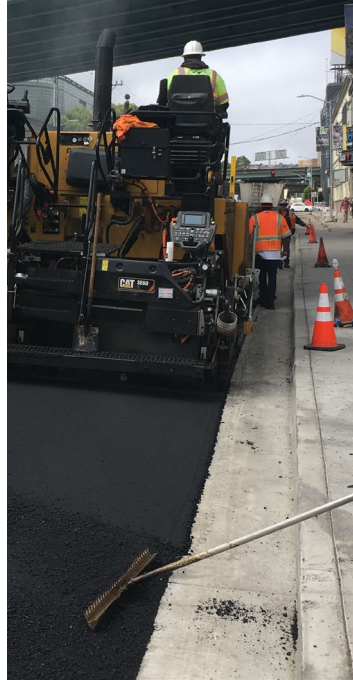
Benefits of a New Expenditure Plan



Safer
streets



Smoother
streets



Reliable transit
& paratransit



Less congestion
& crowding



Improved air
quality



Advancing equity throughout

Working Draft 2022 Expenditure Plan



\$2.6 billion (2020 \$s) over 30 years*

Transit Maintenance & Enhancements, 41.2%

Muni, BART, Caltrain, Ferry
Maintenance, rehabilitation and replacement
Station/Access improvements
Next generation transit planning

Major Transit Projects, 22.4%

Muni Bus/Train Reliability & Efficiency
Improvements
Muni Rail Core Capacity
BART Core Capacity
Downtown Rail Extension

Transportation System Development & Management, 6.3%

Community-based and citywide planning and implementation
Equity studies and implementation
Demand management (including pilots)

Paratransit, 11.2%

Transit service for seniors and people with disabilities

Streets & Freeways, 18.9%

Bicycle and pedestrian improvements
Traffic calming and signals
Street repaving
Freeway and major street redesign planning
Freeway safety and operations

*Chart reflects Scenario 2 working draft from 02/10/2022 EPAC meeting. Amounts include both Priority 1 and 2 revenues.

Working Draft / Prop K Comparison



Investment Type	Prop K Priority 1 (P1)	Prop K P1+P2	Working Draft New EP P1	Working Draft New EP P1+P2	Change from Prop K
Transit Maintenance	39.8%	40.4%	39.6%	38.1%	↓
Major Transit Improvements & Enhancements	26.0%	25.1%	26.8%	26.2%	↑
Safe & Complete Streets	10.5%	10.4%	11.7%	12.7%	↑
Streets Maintenance (includes signs and signals)	10.6%	10.7%	9.0%	8.2%	↓
Paratransit	8.6%	8.6%	9.3%	11.2%	↑
Transportation Demand Management, Citywide & Neighborhood Planning	1.2%	1.3%	1.9%	2.0%	↑
Freeway Safety, Operations, Redesign (planning)	3.4%	3.4%	1.7%	1.7%	↓

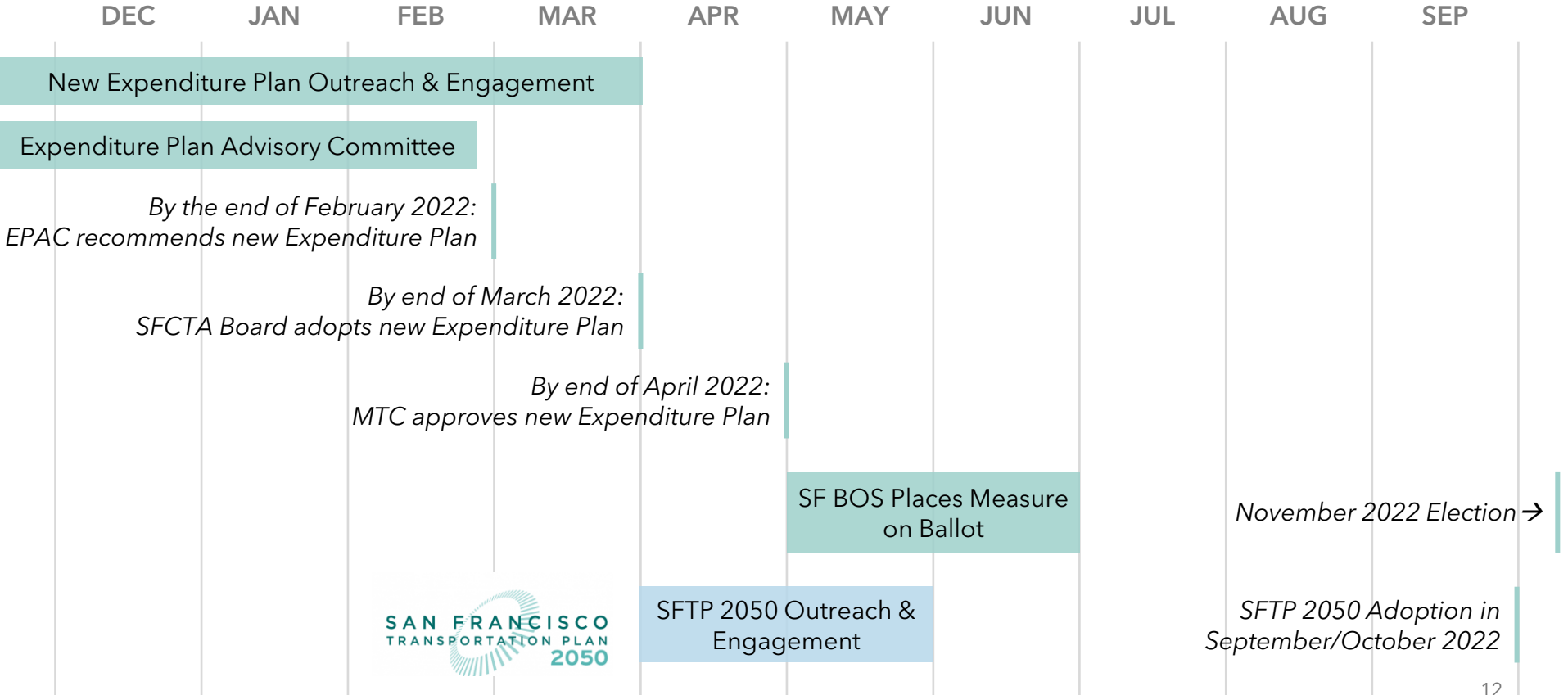
Percentages may not sum to 100% due to rounding errors. EP stands for Expenditure Plan. P1 and P2 stand for Priority 1 and Priority 2 revenues.



Draft policy changes include:

- 5YPP Project Prioritization Process:
 - Include an Equity Priority Community/disadvantaged populations criterion
 - Strengthen the community support criterion to ask for level and diversity of support
- New required reporting on distribution of allocations for transparency and accountability, both:
 - Citywide geographic distribution (e.g. by Supervisorial district)
 - Distribution of projects in Equity Priority Communities and/or benefitting disadvantaged populations
- Project Delivery Oversight:
 - Requires the Transportation Authority to adopt project delivery oversight guidelines for major capital projects to be funded by the sales tax, including annual reporting

2022 Expenditure Plan Schedule



2022 Expenditure Plan: Next Steps



Transportation Authority Board:

- March 8 - First approval, public comment taken
- March 22 - Final action

Metropolitan Transportation Commission (MTC):

- April 8 - MTC Planning Committee
- April 27 - MTC Commission

Board of Supervisors (Dates TBD):

- May (introduction) - June (approvals)

For more information



- Visit: sfcta.org/ExpenditurePlan
- Email: ExpenditurePlan@sfcta.org
- Attend Expenditure Plan Advisory Committee meeting - February 24 at 6 p.m.*
- Attend SFCTA CAC and Board meetings*

*Visit www.sfcta.org/events for meeting information and materials.

Thank you. Any Questions?

<https://www.sfcta.org/ExpenditurePlan>



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