San Francisco
County Transportation
Authority

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

AGENDA

Joint Special Meeting with the San Francisco Board of Supervisors and San Francisco County Transportation Authority Board Meeting Notice

Date: Tuesday, April 26, 2022; 9:00 a.m.

Location: Legislative Chamber, Room 250, City Hall (Hybrid)

Watch SF Cable Channel 26, 78, or 99 (depending on your provider)

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Meeting ID: 2486 137 0759 # #

To make public comment on an item via the public comment call-in line, 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.

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

Clerk : Angela Tsao

Board of Supervisors: Walton (President), Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, and Stefani

Clerk of the Board: Angela Calvillo

Remote Access to Information and Participation:

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26, 78, or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or watch on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

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 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

Page

ROLL CALL

1. 220370 **[Hearing - Joint Committee of the Whole - SFCTA Equity Study - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures, Modified Configurations]**

   Hearing of the Board of Supervisors (BOS) and the San Francisco County Transportation Authority (SFCTA) sitting as a Committee of the Whole during the Joint Special Meeting on April 26, 2022, at 9:00 a.m., to consider 1) SFCTA's acceptance of the "Golden Gate Park, John F. Kennedy Drive Access Equity Study"; 2) the BOS' proposed Ordinance amending the Park Code to adopt the Golden Gate Park (GGP) Access and Safety Plan (File No. 220261); and the BOS' proposed Ordinance amending the Park Code to adopt the GGP Access and Safety Plans with Modified Configurations (File No. 220339); scheduled pursuant to Motion No. M22-056, approved on April 12, 2022. (Clerk of the Board)

   The Board of Supervisors (BOS) shall consider whether this hearing shall be heard and filed.

   The BOS shall consider the BOS' proposed Ordinance amending the Park Code to adopt the Golden Gate Park (GGP) Access and Safety Plan (File No. 220261) and the BOS' proposed Ordinance amendment the Park Code to adopt the GGP Access and Safety Plans with Modified Configurations (File No 220339). These are BOS action items only.

2. **[FINAL APPROVAL ON FIRST APPEARANCE]** Accept the Golden Gate Park, John F. Kennedy Drive Access Equity Study Report – **ACTION*** 5

Agenda Item Nos. 3 and 4 *are San Francisco Board of Supervisors (BOS) action items only (see BOS Agenda).*

5. Chair's Report – **INFORMATION**
6. Executive Director's Report – **INFORMATION**
7. Approve the Minutes of the April 12, 2022 Meeting – **ACTION*** 135

San Francisco
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Consent Agenda

8. **[FINAL APPROVAL]** Reappoint John Larson to the Community Advisory Committee – **ACTION*** 141

9. **[FINAL APPROVAL]** Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs – **ACTION*** 147

10. **[FINAL APPROVAL]** Allocate $645,108 in Prop K Funds, with Conditions, and Appropriate $557,156 for Two Requests – **ACTION*** 189

    Projects: Multi-Agency: Geary/19th Ave Subway Strategic Case (SFCTA: $557,156; SFMTA $170,367; SF Planning $74,741). SFMTA: Bicycle Facility Maintenance ($400,000).

End of Consent Agenda

11. **Joint General Public Comment – INFORMATION***

    An opportunity for members of the public to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board, including items being considered today which have not been considered by a Board committee and excluding items which have been considered by a Board committee.

    PUBLIC COMMENT CALL-IN *1 (415) 655-0001 / Meeting ID: 2486 137 0759 # #*

    *(Press *3 to enter the speaker line)*

    Members of the public who want a visual displayed should provide it in advance of the meeting to the Clerk (*clerk@sfcta.org*), clearly state such during testimony, and subsequently request the document be removed when they want the screen to return to live coverage of the meeting.

ADJOURNMENT

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. 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 Board 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.

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 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

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.

San Francisco
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BD042622 RESOLUTION NO. 22-47

RESOLUTION ACCEPTING THE GOLDEN GATE PARK, JOHN F. KENNEDY DRIVE ACCESS AND EQUITY STUDY REPORT

WHEREAS, In response to COVID-19, John F. Kennedy JFK Drive was closed to private vehicles every day of the week to create more spaces for people to safely recreate and maintain social distancing guidelines, which was an expansion from pre-COVID-19 conditions when JFK Drive was closed on Sundays, holidays, and some Saturdays; and

WHERAS, In early 2021, the Transportation Authority convened the Golden Gate Park Stakeholder Working Group to determine shared values and priorities to inform subsequent park access planning and long-term operations; and

WHEREAS,The Stakeholder Working Group developed an Action Framework to aid in the ongoing planning process and identified, among other findings, a need to improve access to GGP for communities of color, especially the city's southeastern neighborhoods; and

WHEREAS, The Golden Gate Park, John F. Kennedy Drive Access Equity Study was requested by Commissioner Walton and funded by the Transportation Authority Board through an appropriation of Prop K half-cent sales tax funds; and

WHEREAS, The Access and Equity Study was led by the Transportation Authority in consultation with the San Francisco Municipal Transportation Agency (SFMTA), and Recreation and Park Department (RPD) and it focuses on District 3, District 10, and District 11 as these three districts are home to the Equity Priority Communities (EPCs) that are among the furthest from GGP; and

WHEREAS, The purpose of the study is to help decision makers understand the access experiences of District 3, District 10, and District 11 EPCs when visiting the eastern portion of GGP, including JFK Drive, covering: pre-COVID and current car-free conditions; the access barriers that EPC residents perceive or face; and how the current full-time car-free status of JFK Drive has impacted travel to the park; and

WHERAS, The study also assesses the potential equity impacts of three alternatives for JFK Drive developed by SFMTA and RPD; and

WHEREAS, Transportation Authority staff conducted a study to collect new data in the form of a statistically significant survey, focus groups, and an intercept survey in the eastern

portion of GGP along JFK Drive, in the Music Concourse, and along MLK Drive to understand access to the eastern portion of Golden Gate Park, including JFK Drive, from Equity Priority Communities in District 3, District 10, and District 11; and

WHEREAS, The data collected was used to answer the following study questions as detailed in the attached study report: (1) From EPCs within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?; (2) From EPCs within District 3, District 10 and District 11, who is currently using the eastern portion of GGP, including JFK Drive?; (3) From EPCs within District 3, District 10 and District 11, for those who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?; (4) From EPCs within District 3, District 10 and District 11, how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?; and (5) From all districts, who is currently using the eastern portion of GGP, including JFK Drive?; and

WHEREAS, The Access Equity Study assessed potential equity impacts of three configuration and programming alternatives for the long-term configuration of JFK Drive, developed by SFMTA and RPD in Winter 2021, including (1) Restoring vehicle access to JFK Drive; (2) Maintaining the car-free closure of JFK Drive; and (3) Restoring Partial Vehicle Access on JFK Drive with westbound access an entrance at 8th Street; and

WHEREAS, Each configuration alternative was assumed to be paired with varying levels of transportation programs based on information presented at the Joint SFMTA and RPD Commission Hearing on March 10, 2022; and

WHEREAS, Staff found that pre-pandemic equitable access to the eastern portion of Golden Gate Park was mixed and that all three of the long-term alternatives proposed by SFMTA and RPD have the potential to reduce transportation barriers from pre-pandemic conditions, with some accessibility considerations where impacts are uncertain or worsen, which are identified in the attached report; and

RESOLVED, That the Transportation Authority hereby accepts the Golden Gate Park, John F. Kennedy Drive Access Equity Study; and be it further; and

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

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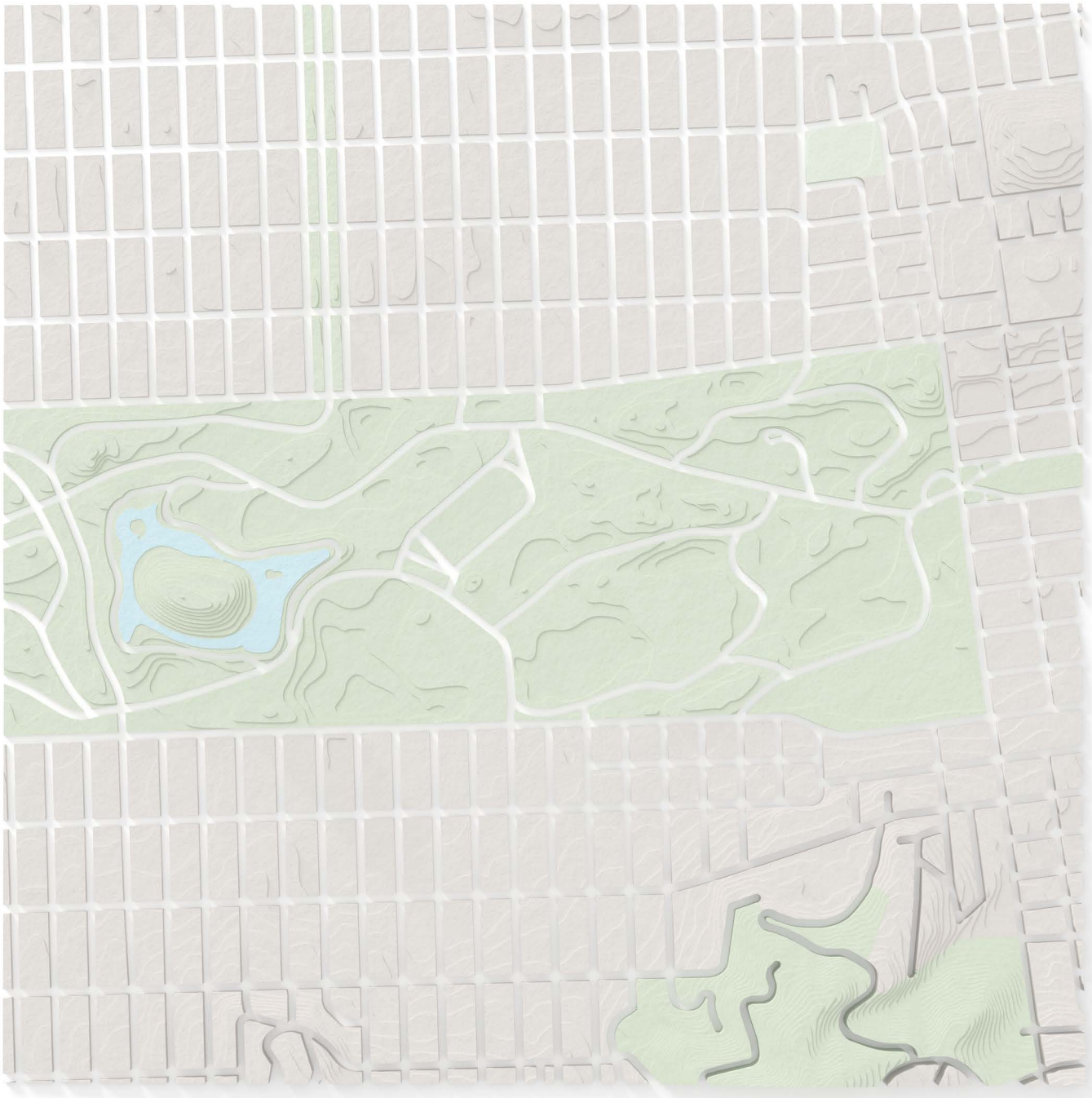
Attachments:

1. Attachment 1 – Golden Gate Park, John F. Kennedy Drive Access Equity Study Report
2. Attachment 2 – Golden Gate Park, John F. Kennedy Drive Access Equity Study Appendices



Golden Gate Park, John F. Kennedy Drive Access Equity Study

San Francisco
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Draft Report: April 2022

Acknowledgments

Preparation of this report was made possible in part by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.

PROJECT TEAM

San Francisco County Transportation Authority

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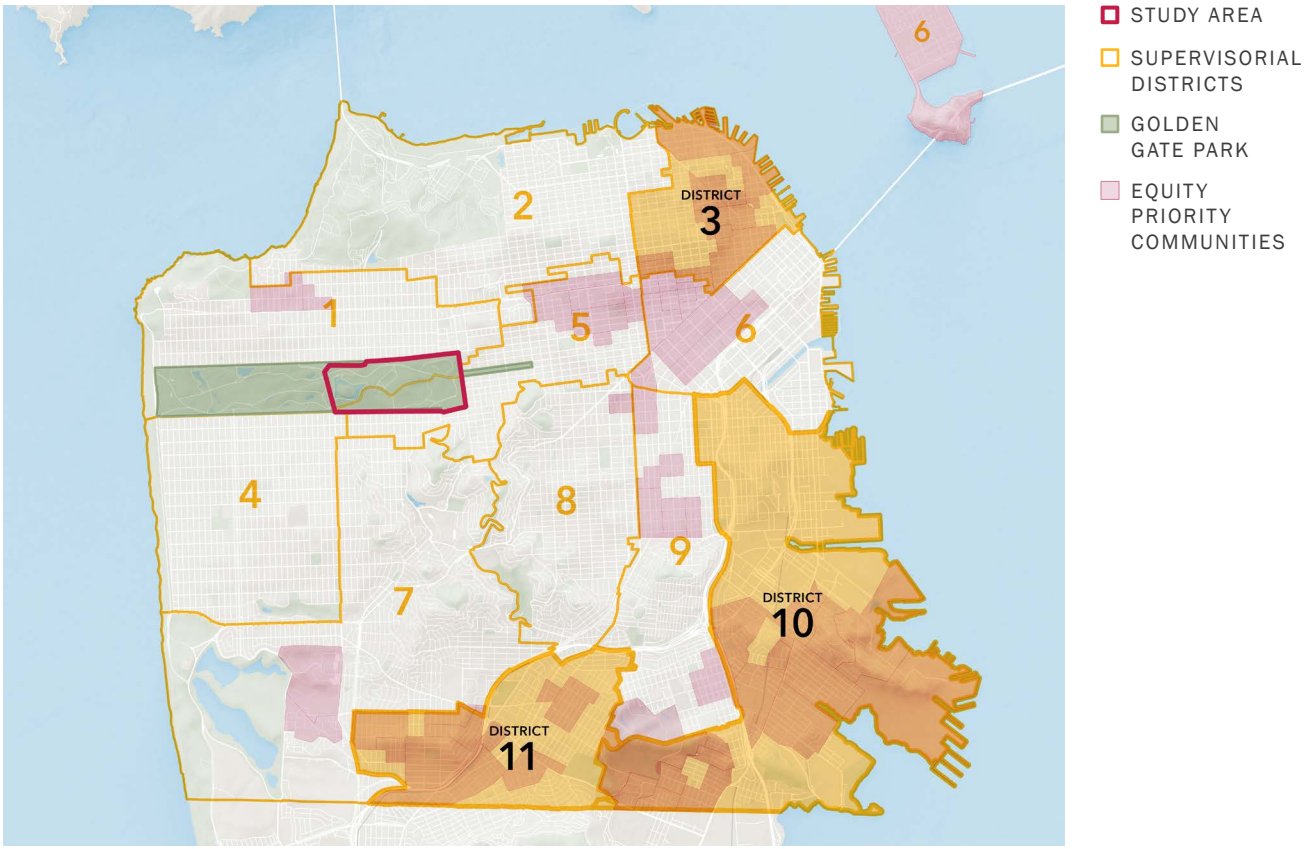
Executive Summary

Study Purpose

In 1967, John F. Kennedy Drive (JFK Drive) was designated car-free between Stanyan Street and Transverse Drive on Sundays. Over time, car-free days were expanded to include some Saturdays, holidays, and special events. In 2020, as San Francisco grappled with the COVID-19 pandemic, the San Francisco Recreation and Park Department (RPD) closed JFK Drive and other roads in Golden Gate Park (GGP) to personal cars full time to allow for socially distanced recreation. In April, 2021, Commissioner Shamann Walton requested an equity study to better understand access to the eastern portion of GGP.

The Golden Gate Park, JFK Drive Access Equity Study (Access Equity Study) examined this question from the perspective of three sets of Equity Priority Communities (EPCs), from District 3, District 10, and District 11.[1] The focus districts and study area are shown in Figure 1.

Figure 1. Equity Priority Communities, Focus Districts, and Golden Gate Park Study Area



1 San Francisco's Equity Priority Communities (EPCs) are regionally adopted by the Metropolitan Transportation Commission (MTC) and used by the Transportation Authority in this study; EPCs use census tract data. EPCs include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future.

This study assesses who has been using the eastern portion of GGP, including JFK Drive, prior to and during the COVID-19 pandemic and includes an equity assessment of three long-term operational alternatives and related transportation programs provided by the San Francisco Municipal Transportation Agency (SFMTA) and Recreation and Parks Department (RPD).

The Access Equity Study is guided by five study questions, listed below. These questions are meant to help decision makers understand the access experiences of District 3, District 10, and District 11 EPCs when visiting the eastern portion of GGP, including JFK Drive.

1. From Equity Priority Communities within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?
2. From Equity Priority Communities within District 3, District 10 and District 11, who is currently using the eastern portion of GGP, including JFK Drive?
3. From Equity Priority Communities within District 3, District 10 and District 11, for those who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?
4. From Equity Priority Communities within District 3, District 10 and District 11, how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?
5. From all districts, who is currently using the eastern portion of GGP, including JFK Drive?

This study also includes an equity assessment of how three alternative JFK Drive configurations and proposed transportation programs, identified by city agencies, perform across various equitable access criteria and assessment methods.

Data Collection Methods and Study Findings

The study included three methods to collect new data to answer the project study questions: a phone and email survey to residents of EPCs in District 3, District 10, and District 11; two focus groups; and an intercept survey in the eastern portion of GGP. Figure 2 provides an overview of the study questions and related data collection methods.

Figure 2. Project Study Questions and Data Collection Alignment

STUDY QUESTION	DATA COLLECTION SOURCE
1. From Equity Priority Communities within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?	Phone and email survey
2. From Equity Priority Communities within District 3, District 10 and District 11, who is currently using the eastern portion of GGP, including JFK Drive?	Phone and email survey
3. From Equity Priority Communities within District 3, District 10 and District 11, for those who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?	Phone and email survey, focus group
4. From Equity Priority Communities within District 3, District 10 and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?	Phone and email survey, focus group
5. From all districts, who is currently using the eastern portion of GGP, including JFK Drive?	Intercept survey

The data collection resulted in core findings, outlined below, and discussed in more detail in the Data Collection Methods and Findings Chapter.

1. From Equity Priority Communities within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?

- Less than half of the phone/ email survey respondents from each of the three districts were visiting the eastern portion of GGP at least a few times a month before COVID-19.
- Frequent visitors among survey respondents most often identified as Asian or Pacific Islander and White.

2. From Equity Priority Communities within District 3, District 10, District 11, who is currently using the eastern portion of GGP, including JFK Drive?

- The race/ethnicity of phone/email respondents remained relatively unchanged among frequent users of GGP, with frequent visitors identifying most often as Asian Pacific Islander and White.
- The share of respondents rarely (a few times per year) or never making trips to eastern GGP increased in District 10 and District 11, but remained constant in District 3.

3. From Equity Priority Communities within District 3, District 10 and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?

- About half to two-thirds of phone/email respondents want to use the park more often than they currently do. Of these respondents, the most common reported barriers are related to parking availability and cost and the overall trip to eastern GGP taking too long.
- In focus groups, participants expressed that the cost of parking in the Music Concourse Garage is a barrier, and that transit options are slow, indirect, or unreliable. Access barriers for seniors need to be considered and protected bike lanes would improve safety for bike trips.

4. From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?

- About half of phone/email respondents stated that they do not visit the eastern portion of GGP; 18% visit less and 31% visit the same amount or more often since JFK Drive became closed to cars full time.
- Of intercept survey respondents, 10% stated that they visit eastern GGP less often during COVID as a result of the JFK Drive closure.
- In focus groups, participants expressed that the removal of parking on JFK Drive made travel more difficult because of the loss of ADA parking, passenger loading, and free parking in the area.

5. From all districts, who is currently using the eastern portion of GGP, including JFK Drive?

- Most intercept survey respondents reported living in zip codes within two miles of eastern GGP, though zip codes from across the city were provided, with about 10% partially or fully within District 3, District 10, and District 11.
- The race/ethnicity of intercept survey respondents are similar to the city overall, though respondents who identified as White are slightly overrepresented and Asian and/or Pacific Islander and Hispanic and/or Latinx are slightly underrepresented.

Equity Assessment of Alternative JFK Drive Configurations

The equity assessment of three long-term operational alternatives and related transportation programs provided by the San Francisco Municipal Transportation Agency (SFMTA) and Recreation and Parks Department was shaped by the STEPS framework.[1] The STEPS framework identifies five types of travel barriers (for more detail see Introduction and Project Scope Chapter):

1. **Spatial:** barriers related to spatial or geographic disparity in services within a certain area.
2. **Temporal:** barriers related to the time-of-day services are available or time-sensitive transportation needs.
3. **Economic:** barriers related to cost of services or cost to access technology to use services.
4. **Physiological:** barriers related to serving users with physical or cognitive challenges or limited technology proficiency.
5. **Social:** barriers related to serving low-income communities, minority communities, or people with limited English proficiency.

The equity assessment broadly assessed the potential impacts on access to GGP from EPCs in Districts 3, 10, and 11 for three operational and transportation program alternatives brought to the public through outreach for SFMTA's Golden Gate Park Access and Safety Program[2] in 2021/2022 (see Equity Assessment Chapter for the complete set of alternatives evaluated).

Each of the alternatives includes different operations of JFK Drive and varying levels of programmatic changes to support access, such as expanded in-park shuttle operations and Americans with Disabilities Act (ADA) parking changes. During the COVID-19 car-free designation, city agencies planned and implemented changes to support access. These include re-striping and construction to create 28 new ADA spaces[3]; changes to the in-park shuttle service times and stops[4]; and planned restoration of the 21 Hayes line. These changes would remain in all alternatives, with the exception of the in-park shuttle changes which may reduce service if JFK Drive is open to vehicles. Some operational features and services varied among

1 **Travel Behavior: Shared Mobility and Transportation Equity**, U.S. Department of Transportation Federal Highway Administration, 2018, **https://www.fhwa.dot.gov/policy/otps/shared_use_mobility_equity_final.pdf**

2 **Golden Gate Park Access and Safety Program**, SFMTA

3 See Appendix D for the location of ADA spaces in the eastern portion of GGP

4 **https://www.sfmta.com/blog/golden-gate-park-shuttle-back-and-better-ever**

the alternatives, including the provision of shuttle services from citywide CBOs (community based organizations), garage drop-off zones and white curb passenger loading zones in the Music Concourse). The three alternatives are:

1. **Restoring vehicle access to JFK Drive (Open JFK)** includes returning private vehicle access on JFK Drive to pre-COVID-19 conditions where the road was car-free every Sunday, on holidays, and some Saturdays. This alternative includes the fewest additional programs to reduce known access barriers.
2. **Maintaining the car-free closure of JFK Drive (Car-Free JFK)** includes maintaining the current full-time car-free status that closes JFK Drive to private vehicles, while allowing passenger loading at the Music Concourse via MLK Drive. This configuration results in removing about 478 general and 26 ADA parking spaces (about 504 spaces in total) and allows paratransit service and transit to operate along and across JFK Drive. This alternative includes the most programs to reduce access barriers.
3. **Restoring partial vehicle access to JFK Drive (One-Way Private Vehicle Access)** includes a partial reopening to allow private vehicles to travel westbound on JFK Drive with an entrance at 8th Ave. The total amount of parking spaces that would be removed under this alternative is unclear.[1] This alternative includes some programs to reduce access barriers, but fewer programs than the Car-Free JFK alternative.

The Study team assessed the impacts of alternatives relative to pre-pandemic baseline conditions. Figure 4 presents the high-level findings of the assessment; these are discussed in more detail in the Equity Assessment Chapter. Overall, the assessment found pre-pandemic access to the park was mixed, and that all alternatives have the potential to improve transportation barriers from pre-pandemic conditions, though there are areas where impact is uncertain (Alternative 2: Car-free JFK physiological) or may worsen (Alternative 3: One-way JFK physiological) due primarily to the provision of fewer supportive operational features.

1 The study team assumed a majority of the 504 spaces that would be removed in Alternative 2: Car-free JFK would also be removed in this alternative

Figure 3. Summary of JFK Drive Alternatives and Programmatic Elements, defined by City Agencies

	OPEN JFK	CAR-FREE JFK	ONE-WAY LOOP
In-Park Shuttle Service Changes	✗	✓	✓
In-Park Shuttle Route/ Stop Changes	limited	✓	✓
Equity Priority Community CBO Shuttle	✗	✓	✓
29-Sunset Improvements	✓	✓	✓
Wayfinding Improvements	limited	✓	✓
TDM Program	✓	✓	✓
Construct New ADA Spaces (28)	✓	✓	✓
Demand Pricing in Garage	✓	✓	✓
Garage Parking Subsidy	✗	✓	✓
Garage Drop-Off Zones	✗	✓	✗
Bike Share Stations	✓	✓	✓
Passenger loading in Music Concourse	✗	✓	✗

Figure 4. Summary of Equity Assessment Findings

	SPATIAL	TEMPORAL	ECONOMIC	PHYSIOLOGICAL
Baseline (pre-COVID)	**many** barriers to access	**many** barriers to access	**moderate** barriers to access	**moderate** barriers to access
No Closure	+	+	?	+
Full JFK Closure	+	+	+	?
One-Way Vehicle Access	+	+	+	−

* Social barriers were not evaluated as part of this equity assessment; MTA / RPD proposed programs within the park may affect social barriers.

1. Introduction and Project Purpose

In response to COVID-19, City agencies closed JFK Drive to private vehicles every day of the week to create more spaces for people to safely recreate and maintain social distancing guidelines. This was an expansion to pre-COVID-19 conditions when JFK Drive was closed on Sundays, holidays, and some Saturdays. In early 2021, the Transportation Authority convened the Golden Gate Park Stakeholder Working Group to determine shared values and priorities to inform subsequent park access planning and long-term operations. The Stakeholder Working Group developed an Action Framework to aid in the ongoing planning process and identified, among other findings, a need to improve access to GGP for communities of color, especially the city's southeastern neighborhoods (Resolution 21-49, May, 2021).[1]

In April, 2021, Commissioner Shamann Walton requested an equity study to better understand the use of JFK Drive to access the eastern portion of GGP, particularly from District 10 and other diverse communities.

The purpose of the study is to examine access equity to the eastern portion of GGP – between Stanyan and Crossover Drive – because of the many attractions in this area. The Golden Gate Park, John F. Kennedy Drive Access Equity Study (Access Equity Study) was initiated in response to this request.

This Access Equity Study focuses on understanding the travel conditions from the Equity Priority Communities (EPCs) within District 3, District 10, and District 11 to the eastern portion of GGP (Figure 6) and who currently uses the eastern portion of the park, including JFK Drive. The study contributes to transportation planning for GGP through research, outreach, and data collection focused on key study questions detailed in Figure 5.

Figure 5. Access Equity Study Guiding Questions

STUDY QUESTIONS
1. From Equity Priority Communities within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?
2. From Equity Priority Communities within District 3, District 10 and District 11, who is currently using the eastern portion of GGP, including JFK Drive?
3. From Equity Priority Communities within District 3, District 10, and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?
4. From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?
5. Who is currently using the eastern portion of GGP, including JFK Drive?

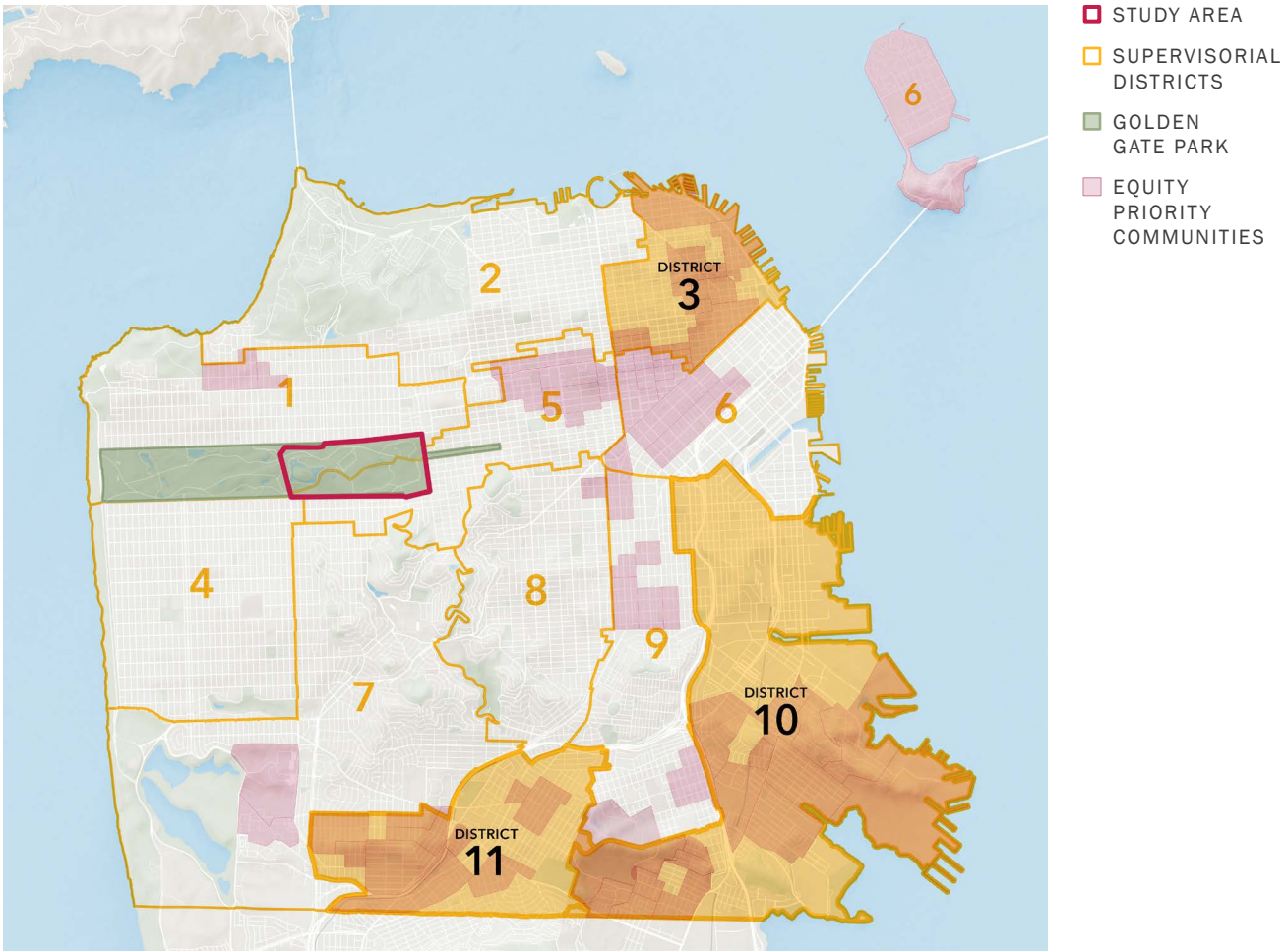
1 SFCTA, Golden Gate Park Stakeholder Working Group and Action Framework, May 2021, **https://www.sfcta.org/ggp-stakeholder**

1.1 Study Boundaries and EPC Characteristics

San Francisco's Equity Priority Communities (EPCs) are regionally adopted by the Metropolitan Transportation Commission (MTC) and use census tract data.[1] The EPC framework helps MTC, and other agencies including the Transportation Authority, make decisions on investments that meaningfully address historic disparities in access to transportation, housing, and other community services for these communities. The RPD uses a separate designation, called Equity Zones, to prioritize investments.

District 3, District 10, and District 11 are among the farthest districts from GGP. District 3 is in the northeast and District 10 and District 11 are in the southern and eastern part of San Francisco (Figure 6).

Figure 6. Equity Priority Communities, Focus Districts, and Golden Gate Park Study Area

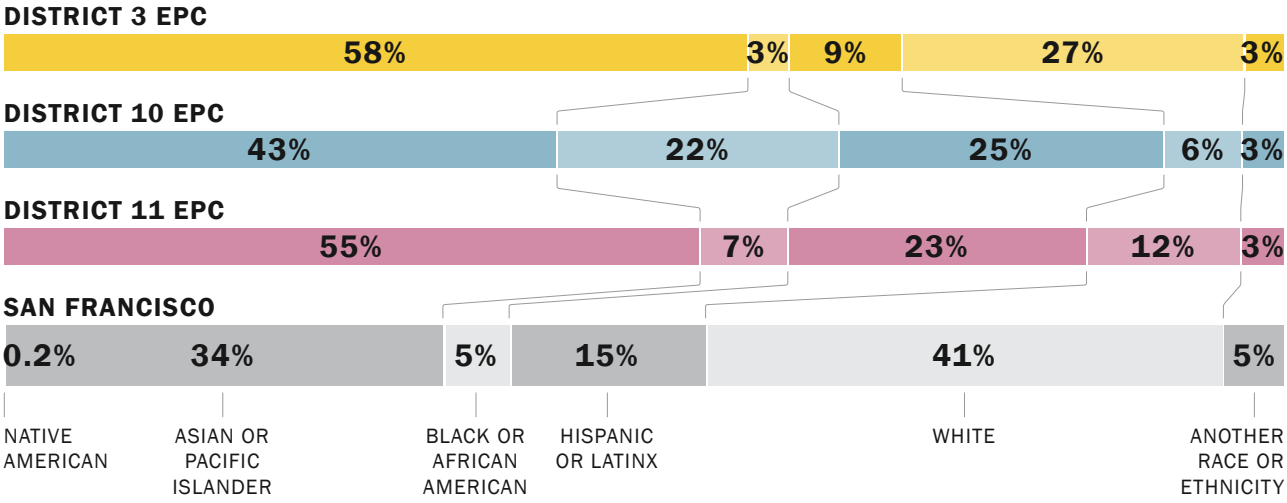


1 https://sfrecpark.org/DocumentCenter/View/15800/Item-8-Equity-Analysis_Metrics-FY20-111920

The combination of past policies and investments such as highway construction, redlining, and urban renewal impacted access to economic and social activity centers for communities of color. In San Francisco, I-280 and US-101 divide District 10 and District 11 from other parts of the city. This makes many active transportation and transit trips across the city more difficult and contributes to higher car ownership and driving rates in these Districts compared to most other parts of the city.[1][2][3] District 11 has the highest level of vehicles available by occupied housing unit and District 10 has the fourth highest level of vehicles available by occupied housing unit. Though this study is about equity and access, it does not analyze how past investments shape today's travel patterns. Addressing historical inequities is embedded in various planning processes in San Francisco including Muni's Equity Strategy and the Recreation and Parks Department's Equity Zones, which are used to guide funding and resource allocation to address historic disinvestment.

Each of the three focus districts is racially and ethnically diverse. Figure 7 compares the racial/ethnic composition of each district's EPC residents to San Francisco as a whole using 2018 American Community Survey (ACS) 5-year estimates. EPCs in all three districts have a smaller share of White residents than San Francisco as a whole. All three districts also have a higher share of Asian or Pacific Islander residents than San Francisco as a whole. District 3 includes the Chinatown neighborhood and has a particularly high share of Asian and Pacific Islander residents. EPCs within Districts 10 and 11 have comparatively high shares of Hispanic or Latinx residents. The share of Black residents within District 10 Equity Priority Communities is more than double the share of Black residents in San Francisco.

Figure 7. Racial/Ethnic Demographics of EPCs Within Study Districts Compared to Citywide Demographics[4]



1 **https://connectsf-vmt.sfcta.org/**

2 SFMTA, **Bayview Community Based Transportation Plan**, Page 27

3 2019 American Community Survey

4 American Community Survey 5-Year estimates from 2018.

The study area of the Equity and Access Study is the eastern portion of GGP, including JFK Drive. This area is bound by Stanyan Street on the east and Crossover Drive on the West (Figure 8) and is home to attractions including the de Young Museum, the California Academy of Sciences, the Conservatory of Flowers, the 6th Avenue Skate Park, and many other destinations. The park is also known for its natural features, trails, and gardens such as the San Francisco Botanical Garden, Stow Lake, and the Japanese Tea Garden.

Figure 8. Map of Eastern Golden Gate Park

1.2 Literature Review

The study team reviewed transportation equity frameworks and park access equity studies to identify approaches for an equity assessment of JFK Drive alternatives. Equity frameworks are designed to identify inequities and improve success in the planning of policies, programs, and investments. Highlights of the literature review are below and a complete literature review is included in Appendix A.

PEER PARK EQUITY STUDIES

Many park equity studies focus on the proximity of parks to households and how to identify vulnerable populations in need of better park access. San Francisco generally scores well when park equity is defined this way because, in 2017, San Francisco became the first city in the US where all residents live within a 10-minute walk to a park.[1] Additionally, RPD established Park Equity Zones in 2016[2] to identify vulnerable communities and plan for and improve recreation facilities and park access.

The amount of peer city research on equitable access to regionally significant parks or open space is limited. Four peer studies with a focus on regionally significant parks are included in the literature review. A key finding of this review is that "good" transportation access to a major, regional park destination is defined as a door-to-door travel time of 30 to 45 minutes.

The study team reviewed the following studies:

- **King County, Washington:** Connecting People to Parks in King County A Transit-to-Parks GIS Analysis[3]
- **Albuquerque, New Mexico:** Next Stop: Equitable Access 2020 A Transit to Parks Analysis[4]
- **Los Angeles, California:** Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan[5]
- **San Mateo, California:** San Mateo County Coastside Access Study[6]

EQUITY FRAMEWORKS

The literature review also included a review of two equity evaluation frameworks – the STEPS Framework and the Mobility Equity Framework. The STEPS framework was

1 SFWeekly, **All of SF Lives Within a 10-minute Walk of a Park**, 2017.
2 San Francisco Recreation and Parks, **Measuring Equity Across SF's Parks**, 2016.
3 The Wilderness Society, **Connecting People to Parks**, 2019
4 The Wilderness Society, **Next Stop: Equitable Access**, 2020
5 LA Metro, **Next Stop: More Access to Open Spaces**, 2019
6 Nelson/Nygaard, **San Mateo County Coastside Access Study**, 2015

selected for this study because it is flexible and can be adapted to the specific study objective of understanding the experience of diverse communities and their barriers to accessing GGP.

The Federal Highway Administration and UC Berkeley developed the STEPS Framework to explore how shared mobility can be used to address transportation equity challenges that travelers face when making trips.[1] The framework outlines five categories that transportation barriers may be associated with:

1. **Spatial barriers** are related to spatial or geographic disparity in services within a certain area. These exist when travelers are not able to access their destinations and opportunities in a timely and affordable way. This barrier is most likely to impact users with limited vehicle access, including youth, older adults, people with disabilities, and people with low incomes.
2. **Temporal barriers** are related to the time-of-day when services are available or time-sensitive transportation needs. The most common source of temporal barriers are traffic congestion and public transit delays. As a result of these barriers, travelers must plan for longer travel times, require flexibility in their trip schedule, and spend less time doing their desired activity.
3. **Economic barriers** are related to cost of services or cost to access technology to use services. Economic barriers exist when the cost of travel limits a person from affording basic goods, services, or saving.
4. **Physiological barriers** are related to serving users with physical or cognitive challenges or limited technology proficiency. Despite transit vehicles being ADA accessible, connections to and from transit can also present barriers when facilities are unpredictable. Physiological barriers can also apply to families with young children because of the need to carry children and equipment.
5. **Social barriers** are related to serving low-income communities, minority communities, or people with limited English proficiency. Marketing and communication languages and cultural differences in transportation preferences can be social barriers.

1 **Travel Behavior: Shared Mobility and Transportation Equity**, U.S. Department of Transportation Federal Highway Administration, 2018

2. Data Collection Methods and Findings

The Access Equity Study is structured around five core questions. This section includes an overview of the data collection methods and findings related to the study questions. The three data collection methods are[1]:

1. **Phone/email survey to residents** of the study's focus district EPCs. A second, identical survey was distributed as an online survey through CBOs within these districts and allowed respondents to opt-in to a focus group. The CBO distributed survey resulted in 280 survey responses from people reporting home zip codes fully or partially within District 3, District 10, or District 11, however the Transportation Authority did not have confidence in the data collected through this second survey and results are not included in this report.
2. **Focus groups** that included people living within zip codes that are partially or fully within the EPC boundaries of District 3, District 10, and District 11 who opted-in through the CBO survey.
3. **Intercept survey** within the eastern portion of GGP, that was conducted along and within close proximity to JFK Drive.

The relationship between study questions and data collection methods is shown below (Figure 9).

Figure 9. Study Questions and Data Collection Sources

STUDY QUESTION	DATA COLLECTION SOURCE
1. From Equity Priority Communities within District 3, District 10, and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?	Phone and email survey
2. From Equity Priority Communities within District 3, District 10, and District 11, who is currently using the eastern portion of GGP, including JFK Drive?	Phone and email survey
3. From Equity Priority Communities within District 3, District 10, and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?	Phone and email survey, focus group
4. From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?	Phone and email survey, focus group
5. Who is currently using the eastern portion of GGP, including JFK Drive?	Intercept survey

1 Survey instruments are in Appendix B

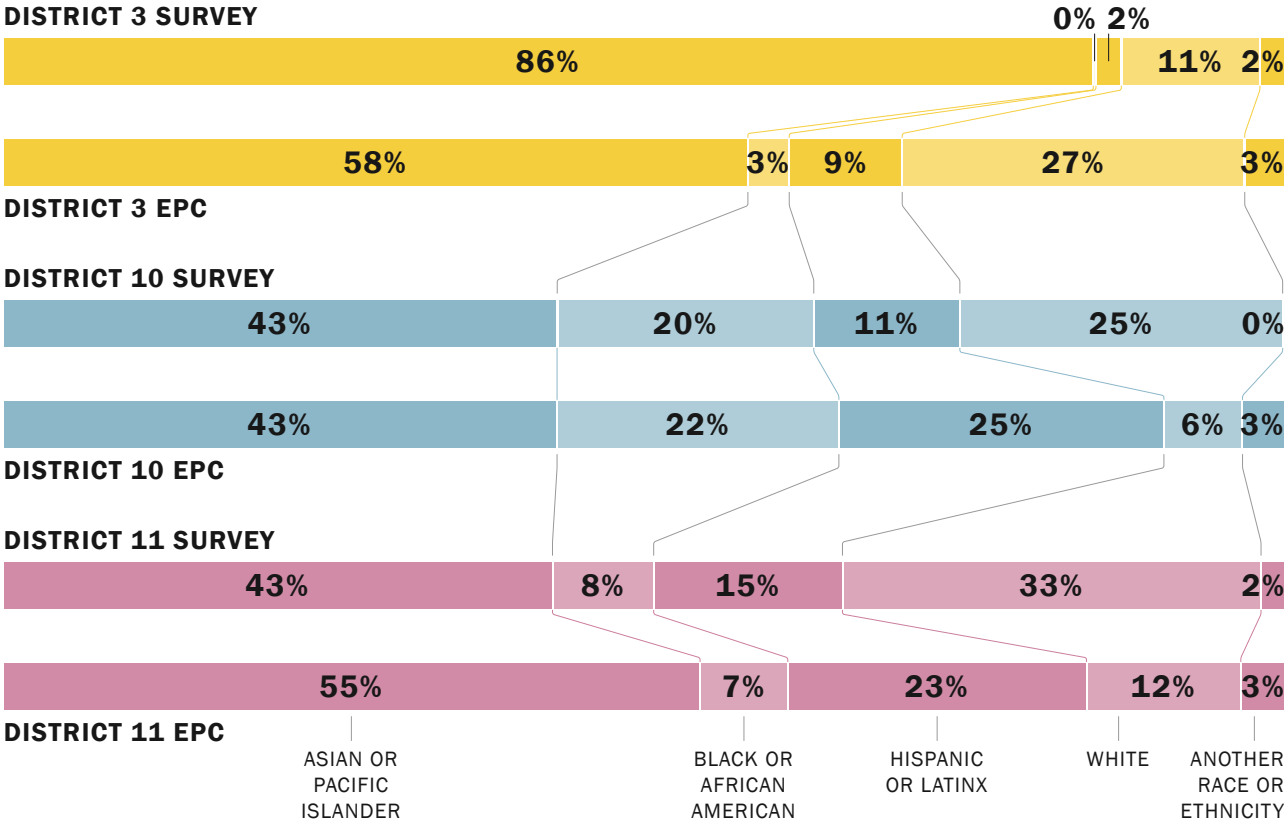
DATA COLLECTION APPROACHES

Phone and Email Survey:

The statistically significant phone and email survey was conducted in English, Spanish, and Chinese. The study team used voter information to create a random sample of people living within EPCs in District 3, District 10, and District 11. The surveying effort took place from January 8 through February 4, 2022 and targeted 400 responses. Ultimately, the study team collected 310 responses (56 from District 3, 123 from District 10, and 131 from District 11).[1] Figure 10 shows the self-reported race/ethnicity of phone and email survey respondents versus EPC resident racial make up for each district. EPC data was drawn from the 2018 ACS.

The margin of error in the total responses of this survey effort is +/- 5.6% (95% confidence interval). The margin of error increases as data is broken out by different survey variables (e.g. by demographics or EPC).

Figure 10. Race/Ethnicity of **Phone/Email Survey** Respondents Compared to EPC Residents by District



1 For this survey, respondent contact information was obtained from voter registration records and interviewers spoke to any adult in the household, regardless of voter registration status. District 3 received fewer responses than District 10 and District 11. The study team obtained all available records with a phone number or email address for residents in the District 3 EPC and either called or emailed to invite them to participate in the survey. There were no more available records to draw from, preventing the team from reaching a bigger sample size in the area.

Focus Groups:

Focus groups gave the project team an opportunity to hear from community members about how the full-time closure of JFK Drive has impacted their ability and desire to use the eastern portion of GGP, as well as transportation barriers for trips to the area. Through the CBO distributed survey, 50 people opted to join the focus groups. Participants were prioritized based on the criteria that they lived in zip codes partially or fully within the EPCs of the study's focus districts and used the eastern portion of the park both before and during the COVID-19-related changes to JFK Drive. Chinese and Spanish language focus groups were offered, however, everyone who joined a focus group preferred a focus group in English. In total, two meetings were held in English; each meeting had approximately four to six people, for a total of ten focus groups participants[1]. The study team also participated in or received summary notes from several community meetings held with CBOs in District 3 and District 10 by other city departments which reflected similar/consistent responses.

Intercept Survey:

The intercept survey was conducted in eastern GGP on weekends in January and February 2022 by surveyors who spoke Cantonese, Tagalog, and English; paper surveys were available in English, Chinese, and Spanish; Digital surveys, linked by QR code, were also available in traditional Chinese and Spanish. Surveys were conducted in the study area of the park, with a focus on the main destinations in the area that are close to JFK Drive – JFK Drive itself, the Music Concourse, and the Botanical Gardens. Figure 11 shows the intercept survey data collection area. In total, 422 surveys were collected.

1 All focus group participants received a $25 stipend for their time

Figure 11. Study Area and **Intercept Survey** Collection Area

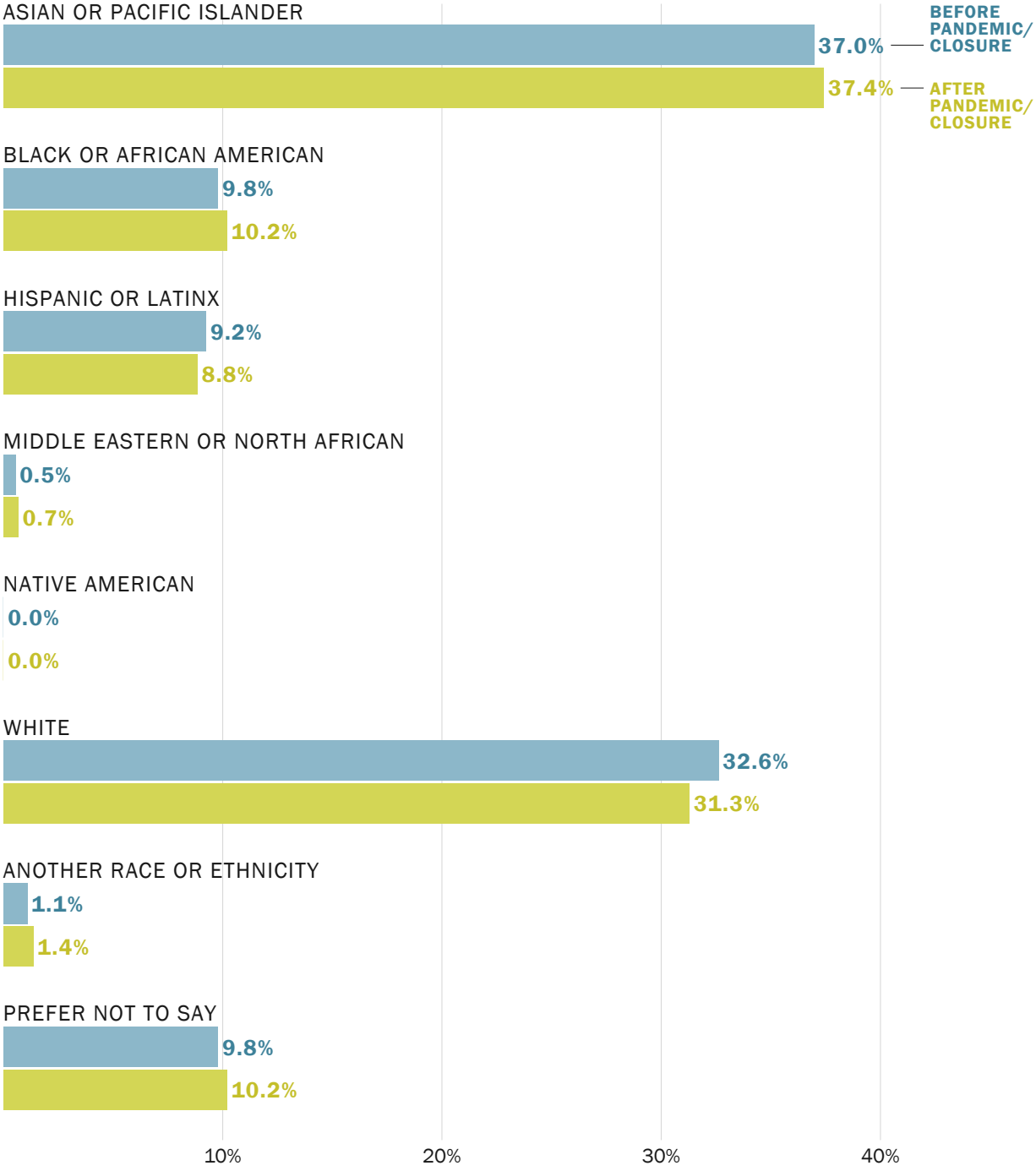
2.1 Data Collection Findings

This section presents findings from all data collection methods, organized by the five study questions.

1. From Equity Priority Communities within District 3, District 10, and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19? And,
5. Who is currently using the eastern portion of GGP, including JFK Drive?

Most respondents from the phone and email survey who use the park frequently identified as Asian/Pacific Islander or White (Figure 12). During the pandemic, despite a shift in frequency of trip making to eastern GGP, there was little change in the mix of respondents that made this trip at least a few times a week.

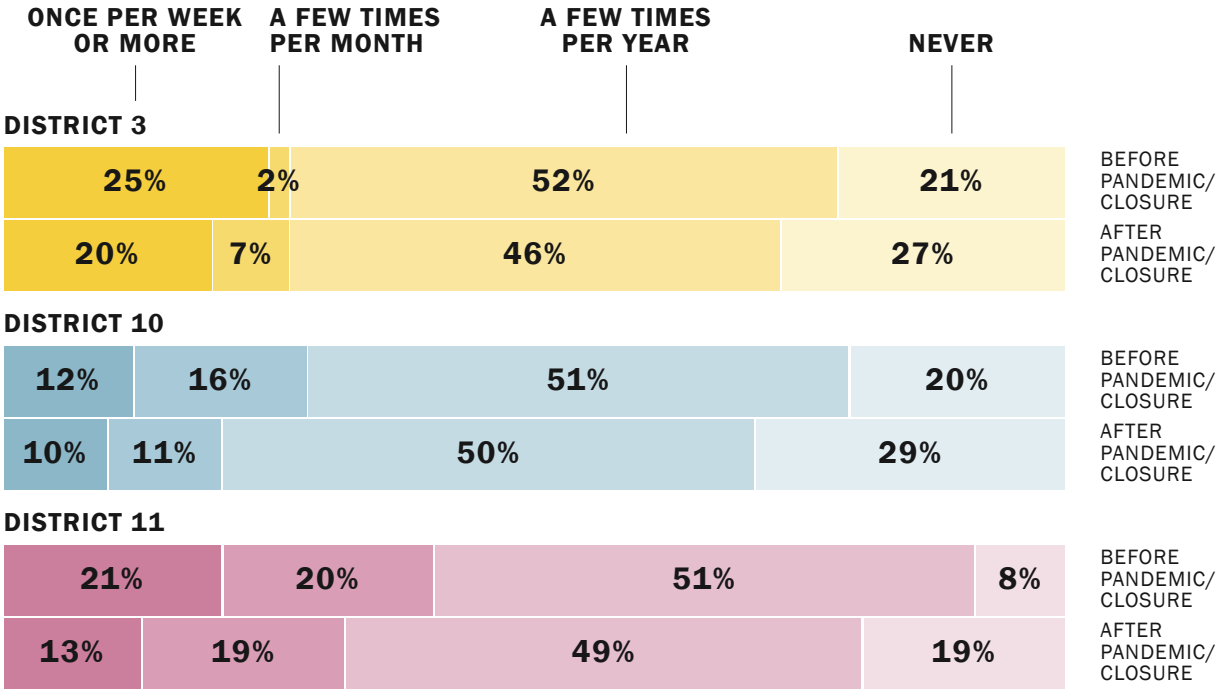
Figure 12. Frequent[1] Users of GGP by Race/Ethnicity Before & During the Pandemic **(Phone/Email Survey)**



1 Frequent use of eastern GGP refers to at least a few times a month.

The phone and email survey results show that about half of all respondents within the EPC of focus districts never made trips to the eastern portion of GGP before the COVID-19 pandemic. During the pandemic, the share of people who rarely or never make this trip increased in Districts 10 and 11 (Figure 13).

Figure 13. Change in Visits to Eastern GGP from District 3, District 10, and District 11 between Before and During Covid **(Phone/Email Survey)**



IMPACTS OF COVID-19 ON TRAVEL PATTERNS IN SAN FRANCISCO

The pandemic has changed the way that people travel within San Francisco and the larger Bay Area. Travel trends have been disrupted due to the pandemic's impact on peoples' health, livelihood, activities, and the economy. Pandemic-induced unemployment and distanced learning have also led to lowered demand for travel in San Francisco.

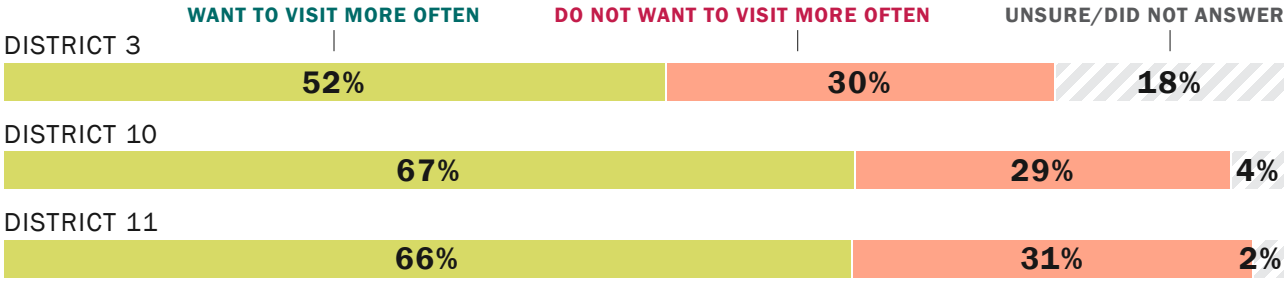
The Transportation Authority uses observed speeds to model citywide daily vehicle miles traveled (VMT) and track congestion. The Transportation Authority estimates San Francisco's daily VMT at 10.3 million before the pandemic (March 2020) and 8.3 million during the pandemic (January 2022) – an estimated 19.4% decrease in daily VMT. The Transportation Authority's latest Congestion Management Program update for 2019 – 2021, shows a 15 – 30% reduction in vehicle counts.[1]

1 San Francisco County Transportation Authority, COVID-19-Era Congestion Tracker

3. From Equity Priority Communities within District 3, District 10, and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?

Between half and two-thirds of respondents from the phone and email survey would like to visit eastern GGP more often than they currently do (Figure 14). Of these people, the most frequently cited barriers to park access were parking difficulty and cost. Responses also highlighted unique barriers by district. District 10 respondents cited travel time as a barrier and reported that they enjoy their local parks more frequently than respondents from other districts. Parking concerns were the most common barrier for District 11 respondents. District 3 residents identified slow Muni service and not feeling safe in the park as a barrier more often than other districts (Figure 15).

Figure 14. Desire to Visit Eastern GGP More by District **(Phone/Email Survey)**



PARKING SUPPLY AND MANAGEMENT

Parking in GGP was recently studied to assess parking supply, utilization, and pricing. The 2019 Golden Gate Park Parking Survey[1] was conducted to improve park access, discourage long-term parking, and reduce vehicle congestion. At the time of the study, there was a total of 5,402 parking spaces throughout the park – including free on-street and paid off-street parking. Most parking in GGP and surrounding neighborhoods is unmanaged. Free parking, especially without time restrictions, incentivizes driving and creates increased congestion, idling, and circling to look for spaces, and can reduce overall availability for those who need it most, such as mobility restricted visitors.[2]

The Golden Gate Music Concourse Parking Lot provides 800 spaces of parking near high visitor destinations whose price is set in the park code. Recent legislation adopted by the Board of Supervisors allows for variable pricing in the parking in the parking garage.[3] The current hourly rates range from $5.25 to $6.25 depending on the day of the week, with a $33 daily maximum. These rates are generally consistent with other city-operated paid parking garages, which have hourly rates between $2 – 7 and daily rates between $18 – 45 for 24 hours and $23 – 39 for 12 hours.[4]

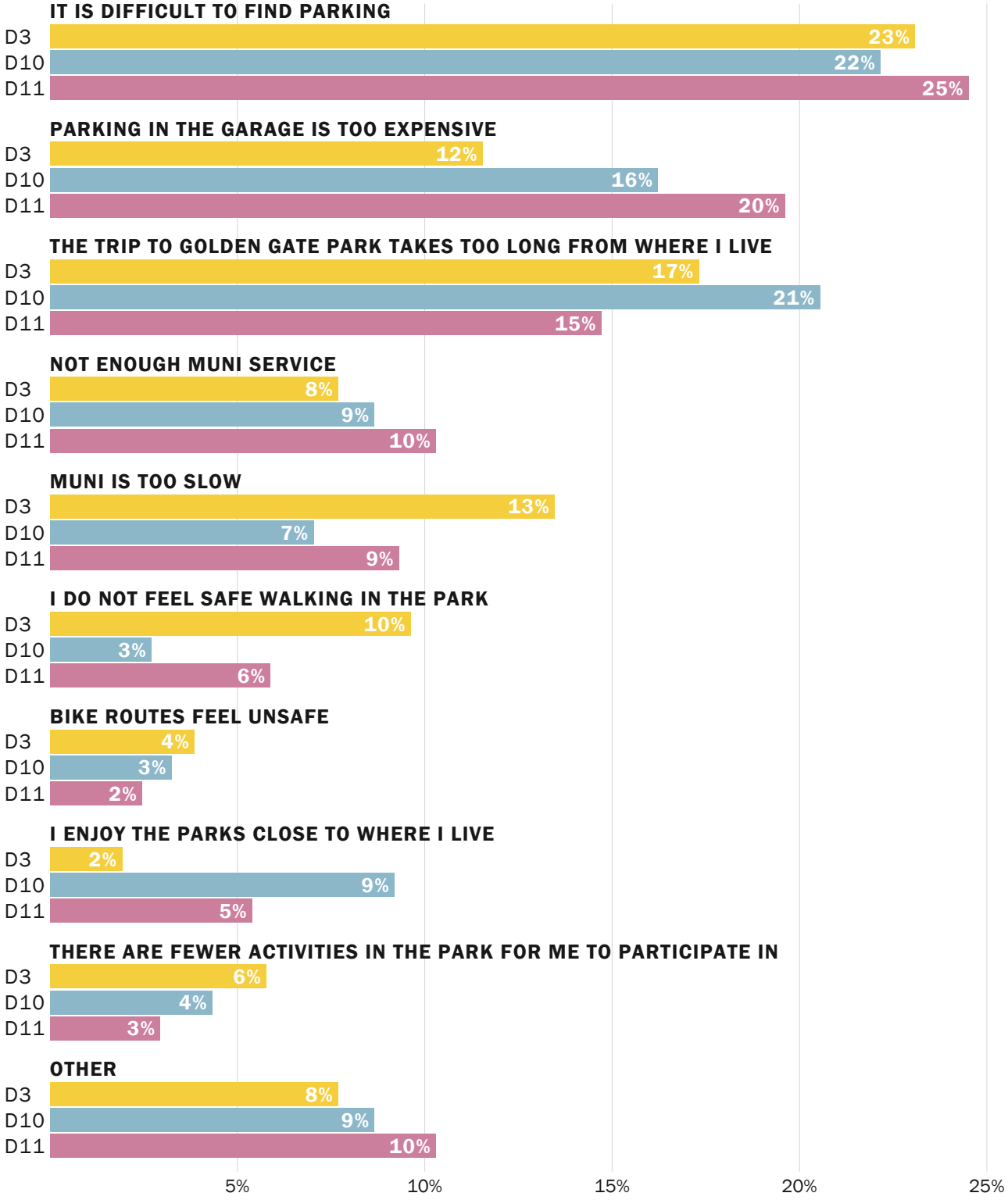
1 2019 Golden Gate Park Parking Survey, September 2019, **https://www.sfcta.org/sites/default/files/2021-01/GGP%20Parking%20Study%202019.pdf**

2 Evans, Dana. "Free Parking is Killing Cities," Bloomberg Businessweek, August 2021 **https://www.bloomberg.com/news/features/2021-08-31/why-free-parking-is-bad-according-to-one-ucla-professor**

3 **San Francisco Board of Supervisors Ordinance 218-21**

4 **SFMTA Parking Garages and Lots**

Figure 15. Barriers for Respondents Who Want to Visit GGP More from Districts 3, 10 and 11 (Phone/Email Survey)



In the focus groups, participants discussed transportation barriers that make the trip difficult, and transportation needs to help improve the trip to eastern GGP.

Transportation barriers identified through these discussions include:

- **Too long to travel by public transportation:** Individuals from Districts 10 and 11 expressed that the closure of JFK Drive negatively impacted access to the eastern portion of the GGP and the ability to park close to attractions within GGP. The eastern portion of GGP was noted to be too far in distance and lengthy in time to use public transportation from these districts and individuals noted that they prefer and need to drive for this trip. In addition to the distance of the trip, it was noted that some bus lines do not stop within the park, and because these individuals have difficulty walking throughout GGP, there is an added need to be able to drive along JFK Drive and park near destinations.
- **Too expensive to park:** Individuals from District 10 and District 11 emphasized that parking in the Music Concourse garage is expensive and limits the ability to make a trip to the park.
- **Protected Bike Lanes:** Individuals from each of the districts expressed safety concerns about biking to the park.

A summary of key transportation needs that would improve the trip to eastern GGP identified through these discussions include:

- **Direct bus route:** Individuals from each district expressed a desire to have more direct, reliable, and faster public transportation from their respective districts to the park. Several individuals shared that they would want to take public transportation and would frequent GGP more if there was a faster and direct bus route.
- **Golden Gate Park Shuttle:** Individuals from all districts shared confusion about when, where, and how to use the existing free in-park shuttle service. All individuals expressed the need for improved outreach about the shuttle service and stops, with added considerations for those who do not use computers or smartphones. In addition, individuals highlighted the need for seating, shelter, and clear signage when waiting for the park shuttle and for the shuttle be affordable, frequent, and reliable.
- **Protected bike lanes:** Individuals from each of the districts shared that protected bike lanes from Districts 3, 10, and 11 would help to reduce barriers to biking for this trip and increase the feeling of safety when traveling by bicycle to the park.

The Focus group fundings are generally consistent with public outreach findings from the SFMTA and RPD Golden Gate Park Access and Safety Study.[1]

1 **SFMTA Board and Recreation and Park Commission Joint Meeting Materials**, March 10, 2022

4. From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire/ability to visit the eastern portion of GGP, including JFK?

When asked about how the full-time closure of JFK Drive has impacted respondents' desires and abilities to visit the eastern portion of GGP, half of respondents from the phone and email survey stated that they do not make this trip at all; 18% stated that the closure has resulted in them making the trip less often, while 31% make the trip the same amount or more often (Figure 16). Figure 17 shows the racial/ethnic makeup of respondents who reported using the eastern portion of GGP less since the JFK closure.

Figure 16. How the JFK Drive Closure Impacted Respondents Desire/Ability to Visit the Eastern Portion of Golden Gate Park **(Phone/Email Survey)**

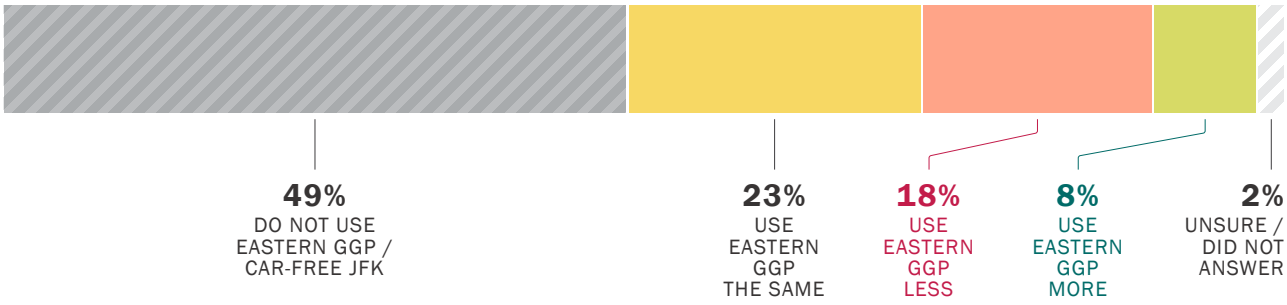
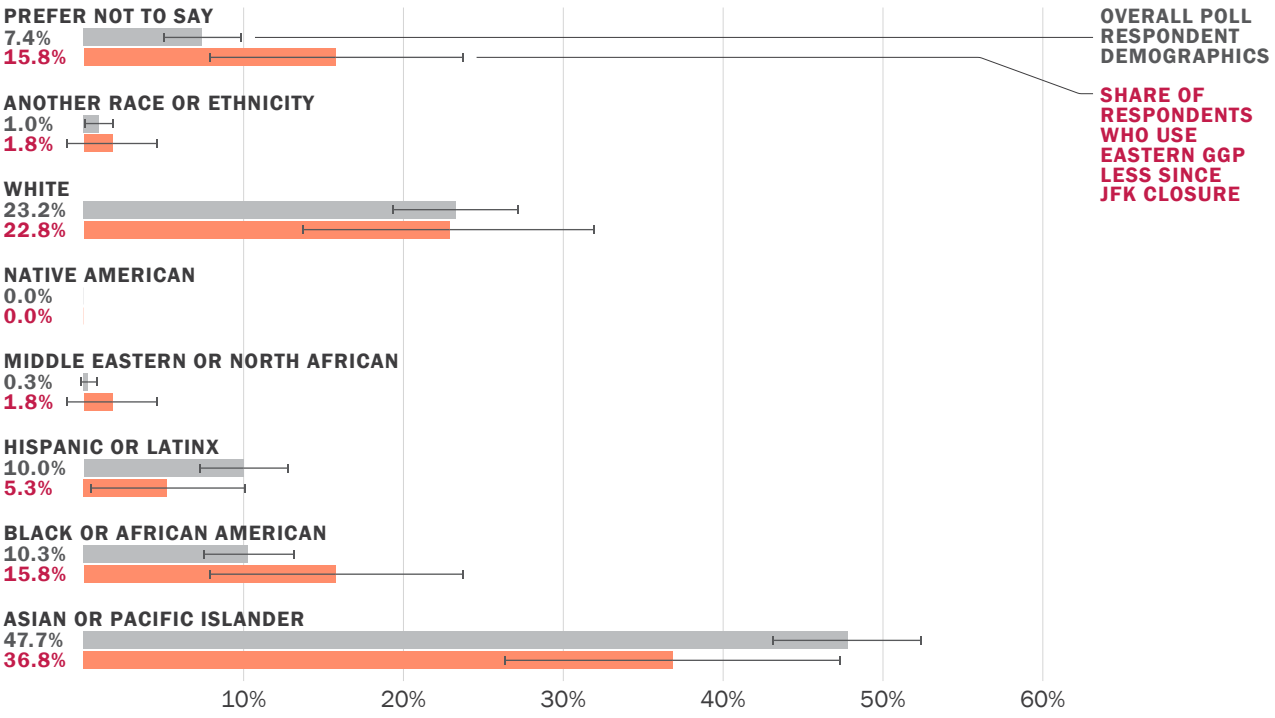


Figure 17. Share of Respondents by Race/Ethnicity who Use Eastern GGP less since JFK closure **(Phone/Email Survey)**



Note: there is a small sample size/high margin of error. 90% confidence intervals are shown in black lines on the chart

The intercept survey asked the same question to understand how the closure of JFK Drive has impacted peoples' desire/ability to visit the eastern portion of GGP. Respondents from the intercept survey show a different impact of the closure compared to phone/email respondents, with 90% making the trip the same amount or more often and 10% making the trip less (Figure 18). The intercept survey captures people who are actively using the park. People who visit the eastern portion of GGP the same amount or more often as a result of the closure are more likely to be captured in this survey. Figure 18 shows the racial/ethnic makeup of respondents who reported using the eastern portion of GGP less since the JFK closure.

Figure 18. How the JFK Closure Impacted Respondents Desire/Ability to Visit the Eastern Portion of Golden Gate Park **(Intercept Survey)**

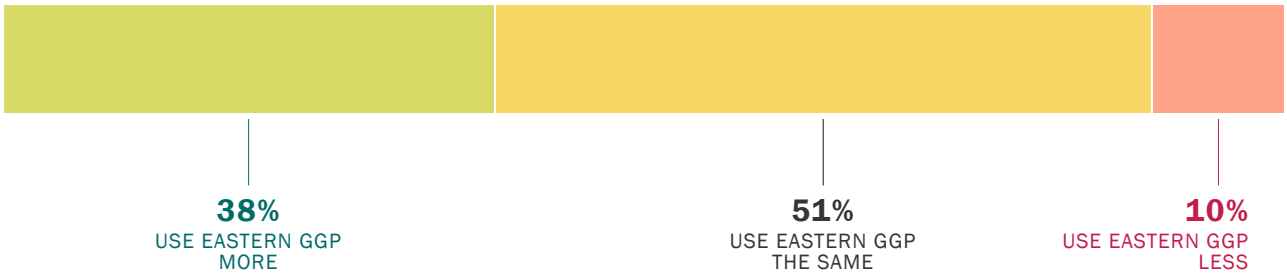
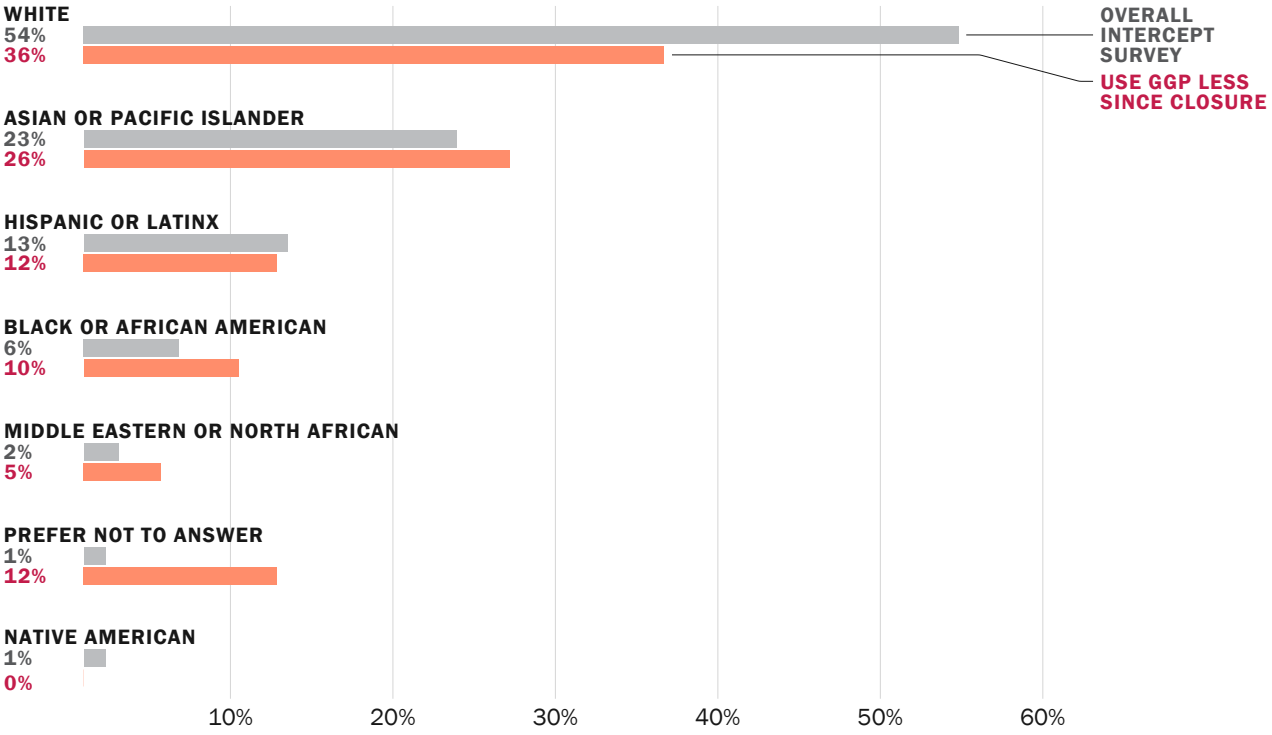


Figure 19. Share of Respondents by Race/Ethnicity who Use Eastern GGP less since JFK closure **(Intercept Survey)**



Note: sample sizes by race/ethnicity of people using GGP less are very small and should be interpreted accordingly.

The phone/email survey findings found that respondents visit the eastern portion of GGP less often due to the closure of JFK Drive. The intercept survey suggests that respondents visit more often because of the closure, and many of those respondents live within two miles of the Park (see Figure 20). Although the Figure 17 and Figure 19 suggest affects may be different across difference racial/ethnic groups, the sample size is too small to draw clear conclusions from either survey.

In the focus group discussions, people who visit the park less because of the full-time closure of JFK noted the following reasons and impacts:

- Individuals from District 10 and District 11 expressed that the closure significantly impacted the ability for seniors to travel to the eastern portion of GGP. Several participants of the focus group were seniors and highlighted the need for accessibility improvements for those who are elderly or have mobility challenges because of the less direct access to destinations from parking and loading areas, particularly the museums and events along JFK Drive itself.
- Individuals from District 10 and District 11 emphasized that the closure of JFK Drive limited their ability to drive and park in free spaces near attractions, necessitating them to pay for the garage, which they saw as unaffordable.

5. Who is currently using the eastern portion of GGP, including JFK?

The intercept survey asked respondents to provide their home zip code. Most respondents (76%) live in a home zip code within two miles of GGP (Figure 20). Residents from Districts 3, 10, and 11 made up about 10% of respondents who provided a home zip code.

Figure 20. Map of **Intercept Survey** Responses by Home Zip Code

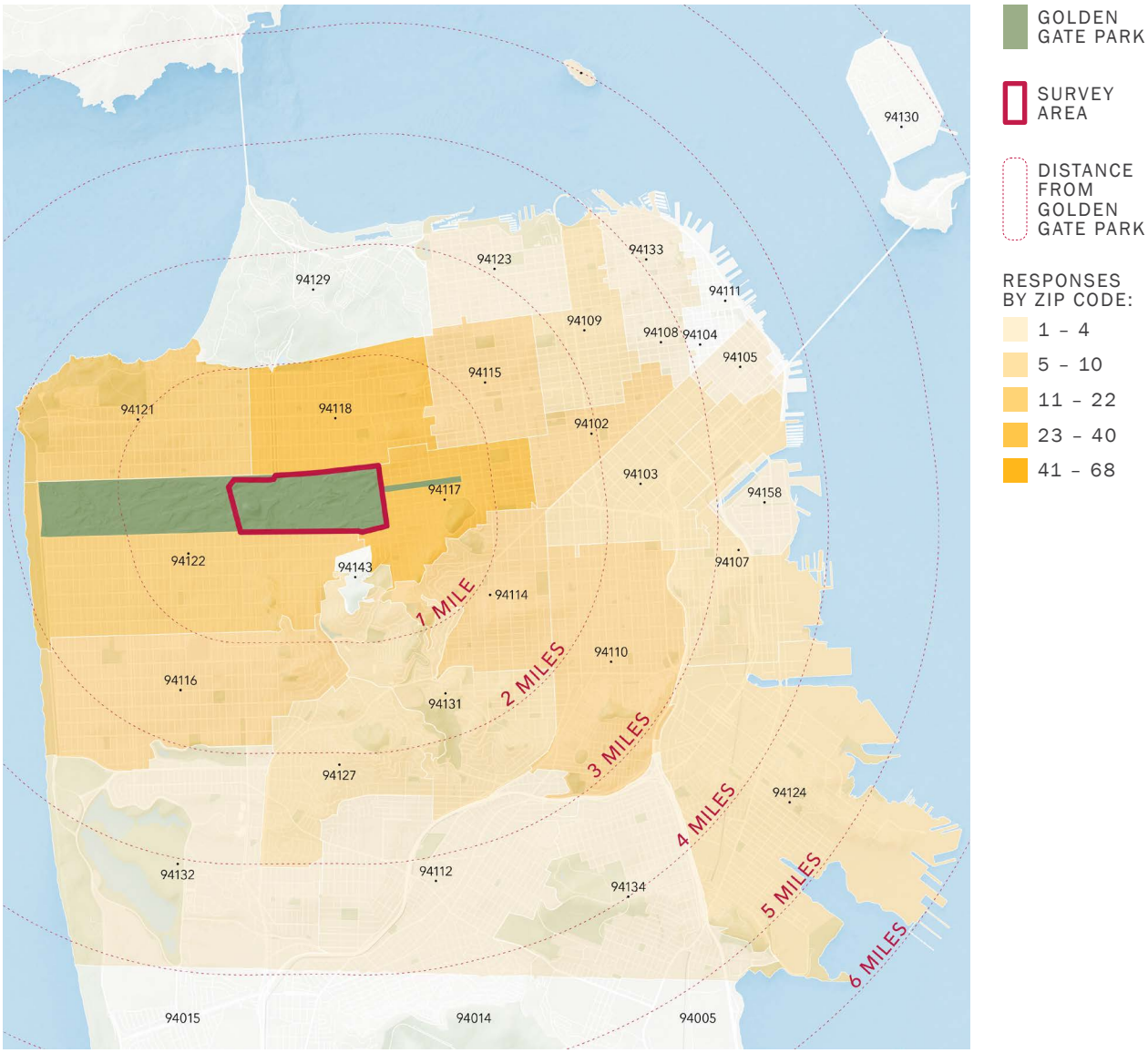
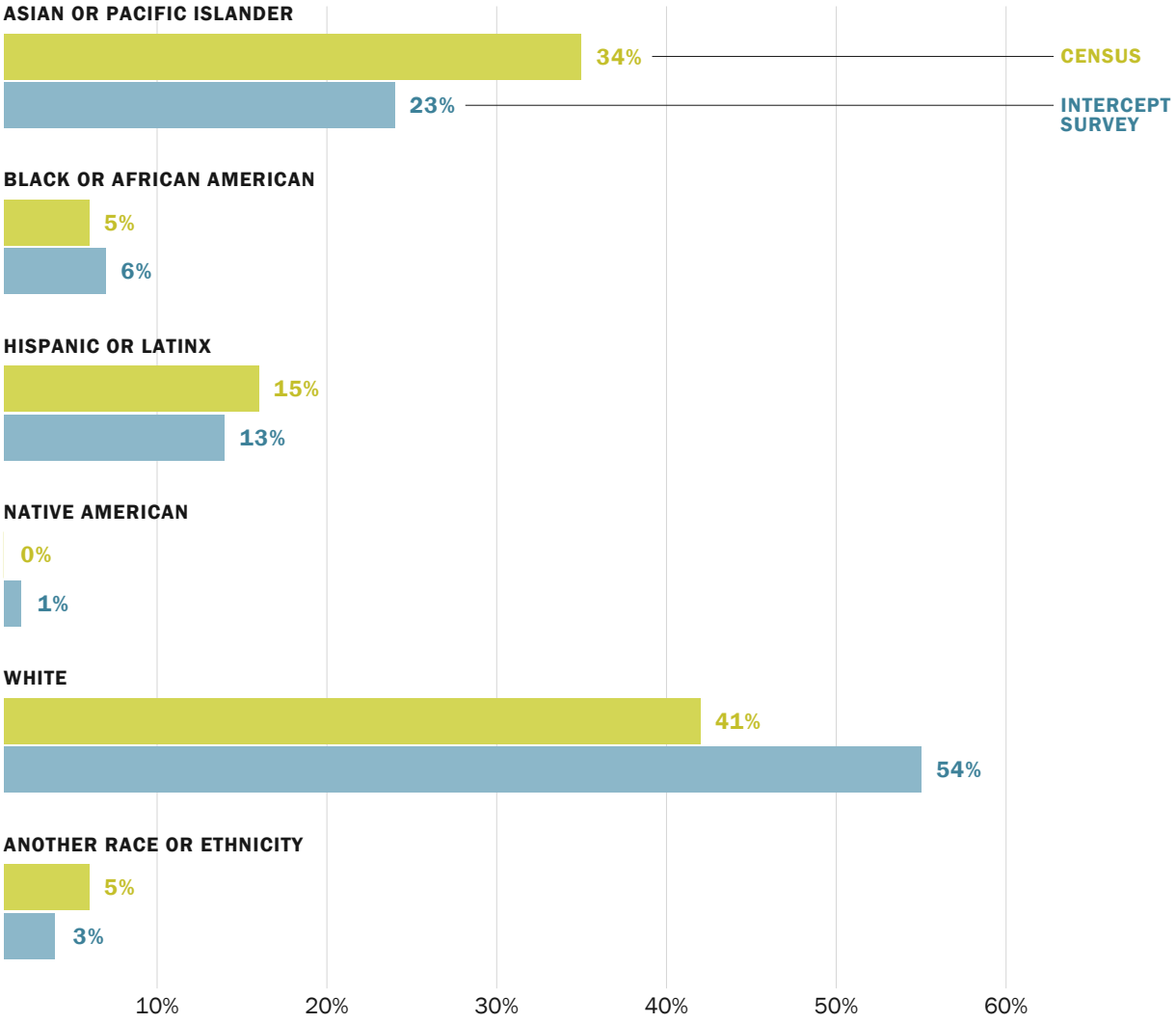


Figure 21 compares the race/ethnicity of intercept survey responses to the racial/ethnic demographics of San Francisco as a whole. The data for San Francisco is from the 2019 American Community Survey (ACS) 5-year estimates. The intercept survey is roughly proportional to the city as a whole; however, respondents who identified as White are overrepresented in the sample and Asian and/or Pacific Islander and Hispanic and/or Latinx are underrepresented in the survey sample.

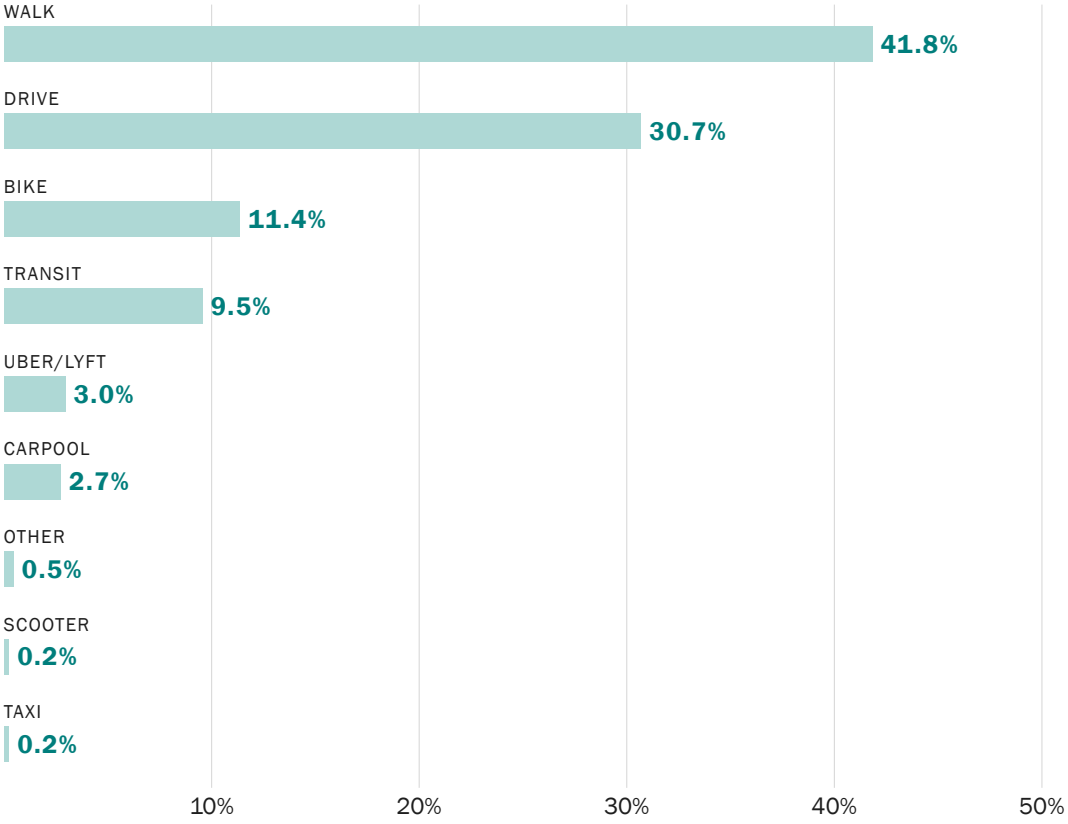
Figure 21. Race/Ethnicity of Respondents Compared to Citywide ACS Data **(Intercept Survey)**[1]



1 American Community Survey 5-Year estimates from 2019.

Figure 22 presents respondent's mode of travel to GGP on the day of the survey. Respondents could select multiple modes (e.g. walked to the bus and took the bus to the park). Most respondents traveled to the park by an active mode: 42% by walking and 11% by bike. Respondents who drove or carpooled to GGP made up 33% of the respondents and 10% rode transit.

Figure 22. Mode of Travel to Eastern GGP **(Intercept Survey)**



3. Equity Assessment

An equity assessment, based on the STEPS Framework, was used to broadly assess the potential impacts on access to GGP from Districts 3, 10, and 11 for the three alternatives put forward by SFMTA and RPD through the Golden Gate Park Access and Safety Program.[1] Each of these alternatives was assessed against a pre-COVID-19 baseline assessment of park access from Districts 3, 10, and 11.

The STEPS framework allows for travel barriers to be identified and mitigated based on the different types of barriers that people face when making trips (See Equity Frameworks and Appendix A). The five barriers of the STEPS framework are:

- **Spatial barriers** are related to spatial or geographic disparity in services within a certain area.
- **Temporal barriers** are related to the time-of-day when services are available or time-sensitive transportation needs.
- **Economic barriers** are related to cost of services or cost to access technology to use services.
- **Physiological barriers** are related to serving users with physical or cognitive challenges or limited technology proficiency.
- **Social barriers** are related to serving low-income communities, minority communities, or people with limited English proficiency. This barrier type was not assessed in this study because of the focus on travel to the eastern portion of the park.

The three alternatives provided by SFMTA and RPD are outlined below. Each of the alternatives includes different operations of JFK Drive and are proposed to be paired with programmatic changes to support access. During the COVID-19 car-free designation, changes have been implemented to improve access. These include reconstructing the Bandshell Parking Lot and re-striping nearby roads to create 28 ADA spaces[2]; changes to the in-park shuttle service times and stops[3]; and planned restorations of the 21 Hayes later in 2022. With the exception of the recent changes to the in-park shuttle service, which is assumed to have reduced service if JFK Drive is opened to vehicles, all changes are assumed to remain in all alternatives.

1. **Restoring vehicle access to JFK Drive (Open JFK)** includes returning vehicle access on JFK Drive to pre-COVID-19 conditions, where the road was car-free every Sunday, on holidays, and some Saturdays. This alternative includes limited programs to mitigate or reduce known access barriers.

1 **Golden Gate Park Access and Safety Program**, SFMTA

2 See Appendix D for the location of ADA spaces in the eastern portion of GGP

3 **https://www.sfmta.com/blog/golden-gate-park-shuttle-back-and-better-ever**

2. **Maintaining the car-free closure of JFK Drive (Car-Free JFK)** includes maintaining the current full-time car-free status that closes JFK Drive to private vehicles, while allowing passenger loading at the music concourse via MLK Drive. This configuration results in removing 478 general and 26 ADA parking spaces (504 parking spaces total) and allows paratransit service and transit to operate along and across JFK Drive. This alternative includes the greatest number of expanded programs to mitigate or reduce access barriers.
3. **Restoring partial vehicle access to JFK Drive (One-Way Private Vehicle Access)** includes a partial reopening to allow private vehicles to travel westbound on JFK Drive with an entrance at 8th Ave. The total amount of parking spaces that would be removed under this alternative is unclear and the study team assumed equal spaces removed to Car-free JFK. This alternative includes some expanded programs to mitigate or reduce access barriers.

Figure 23 provides the various program elements that impact travel to eastern GGP from District 3, District 10, and District 11, their assumed impact for the assessment, and their alignment to the three configuration alternatives as described in the agenda packet materials for the March 10 joint SFMTA-RPD meeting at which the JFK Drive configuration was agendized.[1] The SFCTA Board adopted a resolution for a car-free connection with specific access guidance, proposed by District 1 Supervisor and Transportation Authority Board Member, Connie Chan, on September 20, 2021.[2] Many of the SFMTA and RPD transportation programs, to be paired with roadway changes, are responsive to this resolution. In addition to the programs included below, SFMTA and RPD include additional programs to improve travel within the park and the overall park experience; these include design efforts to separate fast traveling bike traffic from people moving more slowly; new efforts to improve awareness of travel options and provide education on safe travel; and expanded programming which welcomes Black and Brown communities. A full list of program elements can be found in SFMTA and RPD materials. Taxi stands are not included in the current alternatives definition, though are recommenced for further consideration following SFMTA Board and RPD Commission guidance to staff.[3]

1 **SFMTA Board and Recreation and Park Commission Joint Meeting Materials**, March 10, 2022
2 **Resolution No. 442-21**, San Francisco Board of Supervisors, October 1, 2021
3 **SFMTA Board and Recreation and Park Commission Joint Meeting Materials**, March 10, 2022

Figure 23. Transportation Programs to be Paired with Configuration Changes to JFK Drive and Assumed Impact

TRANSPORTATION PROGRAMS	PROGRAM DESCRIPTION	OPEN JFK TO PRIVATE VEHICLES	CAR-FREE JFK	ONE WAY PRIVATE VEHICLE ACCESS LOOP
Expanded free in-park shuttle service	Improve frequency and service of existing park shuttle that operates along JFK Drive	**No** Service would only operate on Sundays	**Yes** Weekday service would be added, and weekend service would be expanded	**Yes** Weekday service would be added, and weekend service would be expanded
Expanded in-park shuttle routing[1]	Improve shuttle service by extending the current route to connect to major destinations and transit	**Yes** The routes would be extended to connect to Haight Street, however the Stow Lake stop would need to be re-evaluated for feasibility due to narrow roadway	**Yes** The routes would be extended to include shuttle terminals on Haight Street and at Stow Lake	**Yes** The routes would be extended to include shuttle terminals on Haight Street and at Stow Lake
Passenger Drop-off in the Music Concourse	Improve access to major destinations by allowing all vehicles to use the loading zones directly in front of the museums for passenger loading.	**No**	**Yes**	**No**
Equity Priority Community CBO Shuttle[2]	CBO constituents would receive free, single day service to Golden Gate Park as organized by CBOs in Equity Priority Communities[3]	**No** A shuttle would not be needed if the road is open to vehicles and all parking spaces are made available	**Yes**	**Yes**
29 Sunset Improvement Project	Improve the speed and reliability on the 29 Sunset, which serves Districts 10 and 11	**Yes**	**Yes**	**Yes**
Wayfinding Improvements	Improves signage to make available parking and key destinations easier to find	**Minor improvement**	**Major improvement**	**Major improvement**
Transportation Demand Management (TDM) Program[4]	Improve the overall parking conditions with a TDM program to improve traveler information, improve access for events, and study parking to identify opportunities to increase parking and loading.	**Yes**	**Yes**	**Yes**
28 New ADA Parking Spaces	Reconstruct the Bandshell Parking Lot and re-stripe nearby roads to create 28 new ADA parking spaces, new ADA loading, new curb ramps, and path of travel upgrades.	**Yes**	**Yes**	**Yes**
Demand Responsive Garage Pricing	RPD will work with the Music Concourse Community Partnership (MCCP), SFMTA, and the Board of Supervisors to Implement flexible parking in the garage to make parking cheaper when it is underutilized.	**Yes**	**Yes**	**Yes**
Garage Subsidy (Museums for All) for Low-Income Residents[5]	RPD will work with the MCCP to expand the Museums for All program to potentially include parking as part of the program, thereby providing free garage parking to San Francisco Residents who qualify for CalFresh or Medical	**No** Free parking along JFK Drive would be restored	**Yes**	**Yes**
Garage Drop-Off Area	Improve the drop-off area in the Music Concourse Garage by adding waiting areas, additional loading areas, and increasing allowed drop-off time to 30 minutes. Changes to vehicle circulation or roadway striping require agreement from the MCCP.	**No**	**Yes**	**No**
Revised Bikeshare Locations	Pursue new bikeshare stations within Golden Gate Park	**Yes**	**Yes**	**Yes**

1 SFMTA, **The Golden Gate Park Shuttle: Back and Better than Ever!**, 2022

2 See Appendix F for details of the Junior Guides Field Trip Program

3 Cite to Mayor's press release, date. An expanded version of the Junior Guides Program that has evolved into a partnership with CBOs. See Appendix F

4 See Appendix G for a draft TDM Program Manager job description from SFMTA for

5 San Francisco Museums for All, San Francisco human Services Agency – **https://www.sfhsa.org/san-francisco-museums-all**

3.1 Equity Assessment Criteria and Process

The study team developed an equity rubric and set of criteria to apply the STEPS framework to categorize travel conditions to GGP and assess the potential equity impacts of the three JFK Drive configuration alternatives that were featured in SFMTA and RPD's Winter 2021 public outreach. Key travel considerations for the assessment include travel time, travel distance, travel cost, proximity to the park and destinations for pick-ups and drop-offs for general travelers and people who require ADA access, and safety challenges along the route to access the eastern portion of GGP. Some barriers, such as distance between the study districts and GGP, are consistent across all alternatives.

The rubric was first used to establish a pre-COVID conditions baseline equity assessment of travel to the eastern portion of GGP from District 3, District 10, and District 11. This baseline is shown in Figure 24 and is the foundation of the equity assessment. Each alternative is compared to the baseline to determine whether access equity would likely improve or degrade under each alternative. In some cases, especially where details of the related program information are unclear, the change could also be unclear. Because this assessment is focused on travel to the park, the social barrier in the STEPS model is not impacted; however, the non-travel related program changes provided in the SFMTA and RPD materials may lead to improvements in this area.[1]

The following pages describe the baseline pre-COVID assessment and the assessment of each alternative. For each alternative, changes from the baseline are shown with their overall potential to improve, worsen, or have an unknown impact on access to the eastern portion of GGP compared to baseline conditions. The program elements that are expected to have a greater benefit are noted in bold.

1 **SFMTA Board and Recreation and Park Commission Joint Meeting Materials**, March 10, 2022

The baseline assumes pre-COVID-19 conditions where JFK Drive was open to cars all days except Sundays, holidays, and some Saturdays. The baseline assessment found many barriers related to space and time. Because District 3, District 10, and District 11 are far from the eastern portion of GGP, travel by all modes could be challenging. Transit service was reduced on Sundays and evenings when these trips were more common, and parking was harder to find during the busiest periods. Although there were free parking spaces along JFK Drive, these spaces were found to be full during afternoons and weekends, and parking in the Music Concourse Garage had a maximum rate of $33 per day ($6.25 per hour) on the weekends.[1]

Figure 24. Baseline Equity Assessment of Pre-COVID-19 JFK Drive Conditions

SPATIAL Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
+ In the eastern half of GGP there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays	− Transit and active trips takes longer than 45 minutes	− Parking in the music concourse garage is a maximum of $33 per day	+ In the study area there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays
− District 3, District 10, District 11 are all over 3 miles away from the park	− Some transit service is reduced on weekends	− Far distances increases average costs of taxi and ride hail services	− Documented safety challenges crossing perimeter roads (Fulton, Lincoln) to access the park
− Some transit requires transfers/does not provide a direct connection to the park	− Driving to the park can be faster than a transit trip but travel time is unpredictable; can take up to 50 minutes	− Sunday street closures remove 504 free spaces, which may create financial barriers at the busiest times, including weekends	? ADA spaces are available on full extent of JFK during weekdays and Saturdays in the fall/winter but are limited on Sundays and Saturdays between April and September
− Distance makes travel from focus districts by walking and biking difficult	− Music concourse garage hours are limited to 7am to 7pm	+ Majority of parking spaces in and around park are free	+ Paratransit vehicles can access JFK at all times
− Walk/bike routes often have gaps and intersect with streets on the high injury network	− Parking in and around the park can be difficult at the busiest times of day, especially weekends	+ Many options for traveling to the park offer discounts for groups including youth, seniors, and people with low-incomes	+ Private vehicle pick up and drop offs are available on full extent of JFK Drive during weekdays and Saturdays between October and March
? On Sundays, Holidays, and some Saturdays, there are up to 504 fewer spaces	+ Paratransit vehicles can access JFK at all times	+ Active transportation modes are free or low cost	
− Park lacks sufficient clear signage directing drivers to parking and destinations			
+ Muni 43, 44, 29 buses provide transit services to focus districts			

1 Recreation & Parks Department, 2019 Golden Gate Park Parking Survey **https://www.sfcta.org/sites/default/files/2021-01/GGP%20Parking%20Study%202019.pdf**

Open JFK Alternative assumes JFK Drive reopens to private cars all days except Sunday, on holidays, and some Saturdays, in-line with pre-COVID-19 conditions. This alternative maintains about 504 parking spaces (478 general and 26 ADA), and 8 new ADA spaces that have been added during the COVID-19 period. This alternative includes limited programs, including improvements to the 29 Sunset route, the addition of demand responsive parking in the Music Concourse Garage, and the conversion of the Bandshell parking lot to include 20 new ADA spaces. The demand responsive parking has an unknown impact on the economic barrier because if free parking within the park and along JFK Drive is full this addition may increase parking costs at the busiest times for some visitors.

Overall, this alternative improves access conditions from pre-COVID-19 conditions, though the impacts to the economic barrier are unknown because of the lack of detail around the demand responsive program.

Figure 25. Open JFK Alternative Equity Assessment Change from Baseline Conditions

OPEN JFK TO PRIVATE VEHICLES	**SPATIAL** Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	+ Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays + Minor Wayfinding Improvements make it easier to find parking and destinations + **In-Park shuttle route changes to connect to major destinations and transit** + Revised bikeshare locations provide a direct connection	+ **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel times for District 10, District 11**	? Demand Responsive Garage pricing may decrease or increase costs at certain times of day in Music Concourse Garage based on demand	+ Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays + 28 new ADA spaces including 20 in a redesigned Bandshell Lot + TDM Program improves access by improving traveler information and access for events. Studies to identify opportunities to increase parking and loading
CHANGE FROM BASELINE	**IMPROVED**	**IMPROVED**	**UNCLEAR**	**IMPROVED**

The Car-Free JFK alternative assumes that the COVID-19 configuration of JFK Drive is made permanent to restrict access to private cars every day. This configuration results in removing about 504 parking spaces (478 general and 26 ADA), 8 new ADA spaces added during the COVID-19 period and allows paratransit service and transit to operate along and across JFK Drive. This alternative includes expanded programs to reduce access barriers, with assumed impactful programs included for each barrier. The removal of parking spaces along JFK Drive may lead to visitors dropping passengers off in the underground Music Concourse garage or at Academy of Sciences passenger loading zone or parking further away and having to walk farther to reach destinations along JFK Drive. This alternative includes the addition of 20 new ADA spaces in the Bandshell parking lot to replace prior blue spaces along JFK Drive. This alternative also includes expanded free loading times in the Music Concourse Garage, and expanded passenger loading at white curbs in the Music Concourse, accessible via MLK Drive and through the Music Concourse Garage.

Transit service is improved through improvements to the 29 Sunset and with a free, direct shuttle between EPCs and GGP that would be available as organized through a partnership with community business organizations. The closure of 8th Avenue on the north side of GGP related to this alternative also leads to improved reliability for the 44 O'Shaughnessy. The inclusion of demand responsive parking in the Music Concourse Garage improves the availability of parking during the busiest times but may also increase parking costs during these same times for some visitors. The inclusion of parking subsidies for low-income communities is an added mitigation to maintain parking affordability for those most impacted by potential overall increases to parking costs. Longer term, the TDM Program will further mitigate parking impacts by identifying opportunities to better manage parking within the park.

Overall, this alternative improves access conditions from pre-COVID-19 conditions across most barriers, with assumed beneficial programs included for all barrier types. The Physiological barrier is shown as unclear because the ADA spaces and passenger loading may not be as close in proximity to destinations as the removed ADA spaces and it is unclear how easy the music concourse and Bandshell lot will be to access from the north side of the park. Additionally, provisions for taxis – which provide paratransit services in San Francisco – is to be confirmed, with recent SFMTA Board and RPD Commission guidance to staff to accommodate taxi stands in the design of this option.

Figure 26. Car-Free JFK Drive Alternative Equity Assessment Change from Baseline Conditions

CAR-FREE JFK DRIVE	SPATIAL Geographic distance	TEMPORAL Time to make trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	− **Street closure removes 504 parking spaces and may require parking on other streets in the park or outside of park, with longer walk and/or safety barriers to access destinations** + Major Wayfinding Improvements make it easier to find parking and destinations + **In-park shuttle route changes to connect to major destinations and transit** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming + New Bikeshare Locations provide a direct connection	− **Street closure may make parking harder to find** + **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel time** + Revised in-park Shuttle services increase frequencies	? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find ? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some + **Parking subsidies for low-income residents maintains affordability of parking** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming	− **Street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading throughout the eastern half of GGP** + 28 new ADA spaces including 20 in a redesigned Bandshell Lot + **Music Concourse Garage drop-off area changes increase free passenger loading time** + **White zones in the Music Concourse can be used by all vehicles for passenger loading and are accessible via MLK Drive or through the Music Concourse Garage** + TDM Program improves access by improving traveler information and access for events
CHANGE FROM BASELINE	IMPROVED	IMPROVED	IMPROVED	UNCLEAR

The One-Way Private Vehicle Access alternative assumes that there is a partial reopening of JFK Drive to allow private cars to travel westbound on JFK Drive with an entrance at 8th Avenue. This alternative would effectively split a portion of JFK Drive to allow people walking and biking to use half the road and private vehicles to use the other. The impact to on-street parking spaces is unknown at this time (we assume removal of 504 spaces, similar to Car-Free Alternative). This alternative includes most of the same program elements and benefits of the Car-Free JFK alternative. However, this alternative does not include the Music Concourse drop-off areas and loading areas that the Car-Free alternative offers.

Overall, this alternative leads to improvements across three of the barrier types. In the absence of programs to address loading impacts, this alternative worsens the conditions for the physiological barrier compared to the pre-COVID-19 baseline. Provision of the Music Concourse drop off area and expanded passenger loading areas similar to the Car-Free alternative would mitigate physiological impacts and likely result in a rating of Unclear/ Neutral, similar to the Car-Free Alternative.

Figure 27. One-Way Private Vehicle Access Alternative Equity Assessment

ONE WAY PRIVATE VEHICLE ACCESS LOOP	SPATIAL Geographic distance	TEMPORAL Time to make trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	− **Partial street closure removes 504 parking spaces and may require parking outside of park, with longer walk safety barriers to access** + Major Wayfinding Improvements make it easier to find parking and destinations + **In-park shuttle route changes to connect to major destinations and transit** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming + New Bikeshare Locations provide a direct connection	− **Street closure may make parking harder to find** + **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel time for District 10, District 11** + Revised in-park Shuttle services increase frequencies	? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find ? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some + **Parking subsidies for low-income residents maintains affordability of parking** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming	− **Partial street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading** + 28 new ADA spaces including 20 in a redesigned Bandshell Lot + TDM Program improves access by improving traveler information and access for events
CHANGE FROM BASELINE	IMPROVED	IMPROVED	IMPROVED	WORSE

4. Findings and Conclusion

The Access Equity Study aimed to answer a core set of questions related to travel from EPCs in District 3, District 10, and District 11 to the eastern portion of GGP and assess the equity impacts of the different JFK Drive alignment alternatives. This section summarizes the answers to the study questions by data source.

4.1 Findings from data collection

From Equity Priority Communities within District 3, District 10 and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?

Phone/email survey findings

- Fewer than half of survey respondents from each of the three districts were visiting the eastern portion of GGP at least a few times a month before COVID-19.
- Frequent visitors among survey respondents most often identified as Asian or Pacific Islander and White.

From Equity Priority Communities within District 3, District 10, District 11, who is currently using the eastern portion of GGP, including JFK Drive?

Phone/email survey findings

- The Race/ethnicity of respondents remained relatively unchanged among frequent users of GGP, with frequent visitors among respondents identifying most often as Asian Pacific Islander and White.
- The share of respondents rarely (a few times per year) or never making trips to eastern GGP increased in District 10 and District 11, but remained constant in District 3.
- Respondents that visited GGP at least a few times a month from District 3 remained unchanged during the pandemic.

From Equity Priority Communities within District 3, District 10 and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?

Phone/email survey findings

- About half to two-thirds of respondents want to use the park more often than they currently do.
- Most common barriers are related to parking availability and cost, and the trip to eastern GGP taking too long.

Focus group findings

- Slow, indirect, or unreliable transit is a barrier to accessing GGP.
- The current price of parking in the Music Concourse garage is a barrier to using the garage for many participants.
- Safer bike routes, especially protected lanes, would reduce barriers to GGP by bike.
- Access barriers faced by seniors and people with disabilities need to be considered.

From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?

Phone/email survey findings

- About half of respondents stated that they do not visit the eastern portion of GGP; 18% visit less and 31% visit the same amount or more often since JFK Drive became closed to cars full time.

Focus group findings

- Closure of JFK Drive made accessing eastern GGP more difficult for those that drive to the park, given the reduction of ADA parking, passenger loading, and free parking and particularly because transit takes too long and active transportation is not accessible for all people. JFK Drive closure also results in less direct driving routes to and through GGP.
- Cost of parking at the Music Concourse Garage is considered expensive.

Intercept survey findings

- Most respondents reported visiting eastern GGP the same amount as, or more often than, pre-COVID conditions; 10% reported visit eastern GGP less often.

Who is currently using the eastern portion of GGP, including JFK Drive?

Intercept survey findings

- Most respondents live within two miles of eastern GGP, with about 10% partially or fully within District 3, District 10, and District 11, but GGP is a citywide destination that draws visitors from across the city.

- The race/ethnicity of users of the eastern portion of GGP, including JFK, are similar to the city overall, though respondents who identified as White are slightly overrepresented and Asian and/or Pacific Islander and Hispanic and/or Latinx are slightly underrepresented.

4.2 Equity Assessment Findings

What are the equity impacts of the JFK Drive Alternatives?

Each of the JFK Drive alternatives consists of roadway configurations and a combination of programs to reduce transportation barriers and was compared to baseline pre-COVID-19 conditions. When assessing travel between the EPCs in Districts 3, 10, and 11 and the eastern portion of the park, the baseline condition had many spatial (distance) and temporal (time) barriers and moderate economic (cost), and physiologic (physical) barriers; because social barriers are not related to travel to the park, this barrier was not assessed as part of this project. All the alternatives assessed generally improve conditions compared to pre-COVID-19 conditions. A summary of the assessment process is shown in Figure 28.

Figure 28. Summary of Equity Assessment of Alternatives

	SPATIAL	TEMPORAL	ECONOMIC	PHYSIOLOGICAL	SOCIAL*
Baseline (pre-COVID)	**many** barriers to access	**many** barriers to access	**moderate** barriers to access	**moderate** barriers to access	**moderate** barriers to access
No Closure	+	+	?	+	n/a
Full JFK Closure	+	+	+	?	n/a
One-Way Vehicle Access	+	+	+	−	n/a

* Not evaluated as part of this equity assessment; MTA / RPD proposed programs within the park may effect Social barriers

Of the various programs proposed for the alternatives, the following are expected to have substantial impacts to access equity:

- ADA parking changes at the Bandshell parking lot would reduce physiologic barriers by adding 20 new ADA parking spaces near the music concourse, mostly off-setting the loss of a similar number (26) along JFK Drive. Other replacement blue spaces are added throughout adjacent areas.
- Passenger loading in the Music Concourse would reduce physiologic barriers by allowing for all passenger loading to take place on the existing white curbs directly in front of the museum entrances. This area would be accessible from MLK, when entering from the south, and through the Music Concourse Parking garage, when entering from the north.
- Demand responsive pricing in the Music Concourse garage would increase parking availability during the busiest times by encouraging parking turnover to reduce temporal barriers. However, dynamic pricing may increase parking costs for some by increasing the cost of parking during the busiest times, adding economic barriers.
- Parking subsidies for low-income residents, based on the Museums for All program, would mitigate the economic barriers that could be raised by demand responsive pricing in the parking garage by reducing parking costs for those that are most sensitive to increased pricing.
- 29 Sunset improvements would improve travel times and reliability for travelers from District 10 and District 11.
- Changes to the in-park shuttle would reduce spatial and temporal barriers by providing free, direct, and more frequent connections to destinations within the park and to Haight Street.

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APPENDIX A:
Equitable Park Access Literature Review

A.1 Purpose

This memo reviews approaches from four cities on how to evaluate and improve park access equity and establishes equity evaluation frameworks to identify considerations for the study and potential approaches to assess equity.

Many park equity studies focus on proximity of parks to households and identifying vulnerable populations in need of park access. However, in 2017 San Francisco became the first city in the US where all residents live within a 10-minute walk to a park.[1] Additionally, San Francisco's Recreation and Parks Department (RPD) established Park Equity Zones in 2016to create a baseline of park services and resources in low-income and disadvantaged communities.[2] Equity Zones allow RPD to identify disparities between communities within Equity Zones and the city as a whole and make investment to close them. Park Equity Zones do not distinguish between neighborhood and regional parks and are made up of the top 20 percent of census tracts that are defined by the State of California as having the highest concentration of residents exhibiting one or more vulnerability characteristics including asthma, low birthweight, low education, poverty, linguistic isolation, or unemployment.[3] This limits the amount of peer city research that is applicable to the GGP Equity Study and results in a short list of studies that look at equitable access to regionally significant parks or open space areas. The plans reviewed in this study were selected because their focus on barriers to equitable access to regionally significant parks is particularly relevant when considering Golden Gate Park access.

Park Equity Studies:

- **King County, Washington:** Connecting People to Parks in King County A Transit-to-Parks GIS Analysis
- **Albuquerque, New Mexico:** Next Stop: Equitable Access 2020 A Transit to Parks Analysis
- **Los Angeles, California:** Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan
- **San Mateo, California:** San Mateo County Coastside Access

1 SFWeekly, **All of SF Lives Within a 10-minute Walk of a Park**, 2017.

2 San Francisco Recreation and Parks, **Measuring Equity Across SF's Parks**, 2016.

3 San Francisco Recreation and Parks, **SF Parks Score High, Continue to Improve in Maintenance, Report Finds**, 2019.

Equity Frameworks:

- **STEPS Framework:** created by Booz Allen Hamilton, the Federal Highway Administration, and UC Berkeley in 2018
- **Greenlining Institute Equity Framework:** created by the Greenlining Institute in 2018

A.2 Park Equity Studies

KING COUNTY, WASHINGTON

Connecting People to Parks in King County: A Transit-to-Parks GIS Analysis by The Wilderness Society, 2019[1]

The King County study used GIS to analyze transit access to parks in King County and identified opportunity areas to focus future investments. Opportunity areas are neighborhoods that do not have good transit access to parks and have high concentrations of highly vulnerable populations (based on health, environmental, and demographic factors). The study defined good transit access to parks as people being able to reach at least two community and regional parks, including one high-quality park, within 45 minutes of leaving their home. This means that the transit trip and walk to and from the bus stops must all add up to 45 minutes or less.

The study identifies five relevant opportunity areas, listed below.

1. Focus transit to park investments, including route and stop changes, on connecting opportunity areas to community and regional parks.
2. Understand park quality and conduct a comprehensive park needs assessment, recognizing that improving park quality can support equitable park access.
3. Create more transit opportunities for underserved communities to reach parks by transit, especially during weekend periods when demand for park trips is higher and transit frequency is lower.
4. Develop and increase strategic advertisement about transit service, including through partnerships with community business organizations.
5. Promote the connection between parks and public health benefits through relevant programming and partnerships to encourage park visits.

1 **Connecting People to Parks in King County, A Transit-to-Parks GIS Analysis**, The Wilderness Society, June 2019

ALBUQUERQUE, NEW MEXICO

Next Stop: Equitable Access Transit to Parks Analysis by The Wilderness Society, 2020[1]

The Equitable Access Transit to Parks study identified populations in the Albuquerque region that are in need of increased transit access to parks, using GIS analysis of park, transit, and demographic data. The study process also established coalition partners who helped to define vulnerable populations and destination parks that the coalition partners themselves would be most likely to visit by transit.[2] The study defined good transit access to parks as access to at least two community and regional parks, including one hiking or multi-use open space area, within a total door to door trip time of 30 minutes, including time spent traveling to the bus stop and waiting for the bus. The GIS analysis of trip times was conducted using transit travel times for a Saturday morning from 8 a.m. – 12 p.m. and a Wednesday afternoon from 4 p.m. – 8 p.m., to reflect the hours at which coalition partners indicated they'd be most likely to visit a park.

The study found that only 24.7 percent of Albuquerque's most vulnerable populations have good transit access to parks during the week. The study also found a 10 percent decrease in the proportion of vulnerable communities that can reach larger parks and open spaces within 30 minutes by transit on weekends. Recommendations include:

1. Increase weekend transit service to address the access gap created by lower weekend frequencies
2. Create a pilot program to add dedicated transit lines between destination parks and neighborhoods with high vulnerability and low transit access
3. Improve bicycle infrastructure to increase multimodal travel options and safe bike connections to destination parks

LOS ANGELES COUNTY, CALIFORNIA

Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan by LA Metro[3]

The purpose of the Transit to Parks Strategic Plan was to determine strategies to increase access to parks and open spaces, especially for communities of need. The study included analysis of demographic, transit, and parks data, a technical advisory committee, and case studies from other cities. The study defined good quality access to parks using measures of both transit and walking access. High quality transit access was defined as access to a park of interest within 30 minutes, including wait time, by lines

1 **Next Stop: Equitable Access, A Transit to Parks Analysis**, The Wilderness Society, 2020

2 Characteristics of vulnerable populations are based on sociodemographic, environmental, and health factors. Sociodemographic factors include age, race, income, vehicle ownership, english proficiency, employment status, household size; environmental factors include tree canopy, air pollution exposure, traffic exposure, floodplain areas, park access, and exposure to respiratory hazards; health factors include obesity, life expectancy, asthma hospitalizations, chronic disease, ambulatory difficulty, access to health insurance

3 **Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan**, LA Metro, 2019

with 15 minute or more frequent headways at nights and on weekends. High quality walking access was defined as a 5 minute or ¼ mile walk. Communities of need were determined using demographic characteristics (characteristics shown in Figure 3), and the study advisory committee gave additional weight to measures of obesity, youth, senior populations, and communities of color.

The study noted that 41 percent of lower income households in Los Angeles do not have immediate access to a park and found that 22 percent of parks within the county do not have high-quality transit service. The study also found that access to premier open space areas, including beach and mountain parks, is particularly limited. Only 3 percent of LA County residents live within a ½ mile of a bus stop that goes to a mountain destination, and only 22 percent of LA County residents live within a ½ mile of a bus stop that services beach destinations. To improve park access the study recommends the following:

1. Establish a local bus or circulator connection that can help connect people to parks as well as other destinations
2. Establish Community Park Express services that provide direct service between neighborhood pickup hubs and select parks
3. Enhance bus schedules to ensure that bus routes serving regional parks operate on Saturdays, Sundays, and Holidays during daylight hours, and that weekend service operates at least every 30 minutes
4. Use rail connectors to reduce barriers to park access for communities that have access to the rail network
5. Establish and subsidize on-demand service to shorten wait times and provide direct service to parks in areas with lower demand

SAN MATEO COUNTY, CALIFORNIA

San Mateo County Coastside Access by Nelson Nygaard and Fehr & Peers, 2015[1]

This Coastside Access Study looks at access capacity and visitor demand for San Mateo parks by analyzing current conditions and developing a forecast of how visitor access might change in the future. The study looked at ridership on two transit lines serving coastal parks, the Devil's Slide Ride and SamTrans Route 17, and found low ridership on both. The study authors attribute low ridership on the Devil's Slide Ride to low awareness of the service, and low ridership on SamTrans Route 17 to infrequent headways, as the line only runs once an hour during the week and once every two hours on weekends.

1 **San Mateo County Coastside Access**, Nelson Nygaard and Fehr & Peers, 2015

The study identified multimodal access barriers including incomplete active transportation networks, infrequent transit service, and high parking occupancies, which guided the following recommendations to improve park access by non-driving modes:

1. Fill gaps in the bike and pedestrian network to connect neighboring residential areas to coastal parks
2. Establish frequent (20 minutes or less), no cost regional transit service during weekend daylight hours
3. Add regional paid parking to encourage higher vehicle occupancies, travel by non-driving modes, and fund alternative transportation options such as a regional shuttle service

A.3 Equity Frameworks

It is imperative to plan equitable transit investments and policy interventions by prioritizing the needs of low-income people of color in order to address the historical disinvestment they have experienced. Equity tools are designed to reduce inequities and improve success in the planning process with explicit considerations for racial and economic decisions around policies, programs, and investments. This section outlines three equity assessment tools for consideration in the Golden Gate Park Equity study, with a goal to evaluate equity of the eastern half of the park, as well as the equity impacts of the various JFK alignments developed by SFMTA and RPD.

STEPS FRAMEWORK[1]

Travel Behavior: Shared Mobility and Transportation Equity by U.S. Department of Transportation Federal Highway Administration

The Travel Behavior report was created by Booz Allen Hamilton, the Federal Highway Administration, and UC Berkeley to explore how shared mobility can be used to address transportation equity challenges. The Travel Behavior report established the STEPS equity framework to identify the many barriers that travelers face when making trips. The framework outlines five categories that transportation barriers may be associated with:

1 **Travel Behavior: Shared Mobility and Transportation Equity**, U.S. Department of Transportation Federal Highway Administration, 2018

1. **Spatial barriers** are related to spatial or geographic disparity in services within a certain area. These exist when travelers are not able to access their destinations and opportunities in a timely and affordable way. This barrier is most likely to impact users with limited vehicle access, including youth, older adults, people with disabilities, and people with low-incomes.
2. **Temporal barriers** and related to the time of day services are available or time-sensitive transportation needs. The most common source of temporal barriers are traffic congestion and public transit delays. As a result of these barriers, travelers must plan for longer travel times, require flexibility in their trip schedule, and spend less time doing their desired activity.
3. **Economic barriers** are related to cost of services or cost to access technology to use services. Economic barriers exist when the cost of travel limits a person from affording basic goods, services, or saving.
4. **Physiological barriers** are related to serving users with physical or cognitive challenges or limited technology proficiency. Despite transit vehicles being ADA accessible, connections to and from transit can also present barriers when facilities are unpredictable. Physiological barriers can also apply to families with young children because of the need to carry children and equipment.
5. **Social barriers** are related to serving low-income communities, minority communities, or people with limited English proficiency. Marketing and communication languages and sensitivities to cultural differences in transportation preferences is noted as an additional aspect of social barriers.

The STEPS framework allows for a focused assessment of the transportation barriers that exist, along with opportunities and challenges to overcome barriers and advance equity.

The Travel Behavior: Shared Mobility and Transportation Equity report applies the STEPS framework to shared mobility to increase access to opportunities. Using the framework, a set of policy recommendations are established for each of the STEPS barriers.

MOBILITY EQUITY FRAMEWORK[1]

Mobility Equity Framework: How to Make Transportation Work for People by Environmental Equity

The Mobility Equity Framework is an adaptable, customizable process for communities, advocates, and decision-makers that incorporates community engagement in decision making and evaluates the equity outcomes of transportation. The framework is structured around three steps:

1. Community needs assessment
2. Mobility equity analysis
3. Community decision making

Step two, mobility equity analysis, is the focus of this review as it is most closely related to the Golden Gate Park Equity Study equity assessment task. This step includes three goals, twelve equity indicators, and recommended metrics to measure impacts on low-income residents and communities of color.

The equity indicators, shown below, create a structure for projects to measure transportation projects or modes between a no-project (existing conditions) scenario or between project scenarios across impacts on mobility, air pollution, and economic opportunity for specific communities and general populations. The list of indicators can be shortened or adjusted for each project to align with community priorities.

1 **Mobility Equity Framework: How to Make Transportation Work for People**, Environmental Equity, 2018

Figure A-1. Mobility Equity Framework Goals, Indicators, and Recommended Metrics

	Equity Indicators	Recommended Metrics
Goal #1: Increase Access to Mobility	1. Affordability	This metric will vary by transportation mode and location, and therefore should be set by the community; a recommended default is that households should spend no more than 20% of budgets on transportation costs[28]
	2. Accessibility	Transportation mode is physically accessible (available in neighborhood), accessible to disabled people, accessible to people with various cultures/languages, accessible without the need for banking or a smartphone
	3. Efficiency	Frequency of transit, travel times, time spent in traffic, optimal availability of parking, etc.
	4. Reliability	Consistency and variability of travel times, predictability of travel times
	5. Safety	Collision rate and severity;[39] personal safety issues (harassment, profiling, etc.)
Goal #2: Reduce Air Pollution	6. Clean Air and Positive Health Benefits	Quantities of air pollutants (PM, NOx) reduction,[40] level of physical activity, etc.
	7. Reduction in Greenhouse Gases	Quantities of greenhouse gas reduction[41]
	8. Reduction in Vehicle Miles Traveled	Compact development and greater clustering of destinations, VMT per capita
Goal #3: Enhance Economic Opportunity	9. Connectivity to Places of Employment, Education, Services, & Recreation	Number of households by income within walking distance to schools and services. Number of households within 30-minute transit ride or 20-minute auto ride of employment center, etc[42] Number of transit transfers needed, time spent in transit.
	10. Fair Labor Practices	Fair wages, basic employment benefits and protections throughout construction, operation, and maintenance
	11. Transportation-Related Employment Opportunities	Direct and indirect employment throughout construction, operation, and maintenance
	11. Inclusive Local Business & Economic Activity	Local hire agreements, increased foot traffic to local businesses, new businesses created, increased property values, benefiting the local community without displacing residents, etc.

[28] Mason, Jacob. (2018). The Future of Transport is Sustainable Shared Mobility. *ITDP*. Retrieved from https://3gozaa3xxbpb499ejp30lxc8-wpengine.netdna-ssl.com/wp-content/uploads/2018/02/The-Future-of-Transport-Is-Sustainable-Shared-Mobility.pdf, on February 22, 2018.

[39] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[40] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[41] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

[42] Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10. Retrieved from http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/smf_files/SMF_handbook_062210.pdf

A.4 Appendix

Figure A-2. Vulnerability Characteristics from the King County study

HEALTH	ENVIRONMENTAL	SOCIODEMOGRAPHIC
Mental health^	Ozone concentration**	Zero-vehicle household*
Asthma^	PM2.5 concentration**	Limited English*
Obesity^	Proximity to traffic**	Seniors*
Ambulatory difficulty**	Low tree canopy^	Children*
Life expectancy**	No walking access to any park[1]	Low-income**
	Highway park pressure[1]	People of color*

* Reported at block group level
** Reported at tract level
^ Reported at King County-specific geography
1 Original analyses conducted by CORE GIS and TWS
Source: **Connecting People to Parks in King County, A Transit-to-Parks GIS Analysis**, The Wilderness Society, June 2019

Figure A-3. Vulnerability Characteristics from the Albuquerque study

Sociodemographic	Environmental	Health
People of color	Respiratory hazard	Lack of health insurance
Household income	Proximity to traffic	Adult obesity
Seniors	PM2.5 concentration	Childhood obesity
Youth	Ozone concentration	Life expectancy
Unemployment	Tree canopy	Asthma hospitalizations
Educational Attainment	Floodplain areas	Chronic disease
Household size (renter/owner)	No nearby access to any park	Ambulatory difficulty
Zero vehicle		
Limited English		

Source: **Next Stop: Equitable Access, A Transit to Parks Analysis**, The Wilderness Society, 2020

Figure A-4. Vulnerability Characteristics from the Los Angeles County study

Weight Formula: Communities of Interest

Main Indicators	Weight	Description
Health Disadvantage Index (HDI)	30	Top 25%
Department of Water Resources	20	Low Income (80% below statewide average)
SB535 CalEnviroScreen	20	Top 25%
Park Need Focus Areas	10	"High" and "Very High" Need from the *Needs Assessment*
Secondary Indicators		
Senior Population	5	Top 25% of census tracts with highest density (65 years or older)
Youth Population	5	Top 25% census tracts with highest density (under 18)
Obesity Rate	5	Top 25% census tracts with highest obesity rates
Communities of Color	5	Census tracts where over 75% of population is non-white

Source: **Next Stop: More Access to Open Spaces, A Transit to Parks Strategic Plan**, LA Metro, 2019

APPENDIX B:
Intercept Survey Instrument and Phone & Email Survey Instrument

SFCTA JFK Drive Equity Intercept

This survey asks questions about the eastern half of the park, from Stanyan to Crossover Drive, and includes the car free section of JFK in this area and access to the destinations surrounding it. This includes the Rose Garden, Stowe Lake, Conservatory of Flowers, de Young Museum, and Academy of Sciences.

1. **Location of survey collected:**
   a. Near the Botanical Gardens
   b. Conservatory of Flowers
   c. Along JFK Drive
   d. Music Concourse
   e. de Young Museum
   f. Academy of Sciences
   g. Near the Rose Garden
   h. Near Stowe Lake
   i. Other (Please Specify):

2. **How did you travel to the park today? (All that apply)**
   a. Transit
   b. Bike
   c. Walk
   d. Scooter
   e. Carpool
   f. Drive
   g. Taxi
   h. Uber/Lyft
   i. Other?

3. **How often do you visit the eastern portion of GGP, including along JFK Drive, since it has been closed to cars?**
   a. Daily
   b. Multiple times per week
   c. Once per week
   d. 1 – 3 times per month
   e. A few times a year
   f. I rarely visit the car-free portion of JFK

4. **Does the JFK closure to vehicles change your ability to use the eastern portion of GGP, including along JFK?**
   a. I use the eastern portion of the park more since JFK was closed to cars
   b. I use the eastern portion of the park less since JFK was closed to cars
   c. I use the eastern portion of the park the same amount

5. **How many people did you travel with to the park with today? (Write in)**

6. **What is your home ZIP code?**

We want to ensure this survey is representative of park visitors, so we'd love for you to share some information about yourself.

What is your age?

- Under 18
- 19 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 or over
- Prefer not to say

With what race/identity do you identify with?

- Asian and/or Pacific Islander
- Black and/or African American
- Hispanic and/or Latinx
- Middle Eastern and/or North African
- Native American
- White
- Another race or ethnicity – Write In:

What is your annual household income?

- Less than $24,999
- $25,000 – $49,999
- $50,000 – $74,999
- $75,000 – $99,999
- $100,000 – $149,999
- $150,000 – $199,999
- $200,000 or more
- Prefer not to answer

Do any of the following disabilities currently affect your daily life? (select all that apply)

- Blind of vision impairment
- Deaf or hearing impairment
- Mobility disability (example: difficulty walking or climbing stairs)
- Cognitive or mental disability
- Another disability or disabling health condition – please specify
- None
- Prefer not to answer

If you would like to be entered in a raffle to win a $50 Visa Gift Card please provide your first name and email or phone number.

SFCTA JFK Drive Equity Phone/Email Survey

The San Francisco County Transportation Authority has hired an independent public opinion research firm to gather input from San Franciscans on local transportation issues and their use of Golden Gate Park. Your privacy is important to us and the information you provide will be kept confidential and will be aggregated with other responses.

A car-free route along a portion of JFK Drive in Golden Gate Park has existed since 1967, when street closures began every Sunday to allow park visitors of all ages and abilities to use the roadway without car traffic. In 2020, as the city grappled with the COVID pandemic, the eastern portion of JFK Drive, along with other roads in the park, were closed to vehicle traffic seven days a week.

This survey asks questions about the eastern portion of Golden Gate Park, from Stanyan to Crossover Drive, including the car free section of JFK and the destinations surrounding it. This includes the Rose Garden, Stowe Lake, Conservatory of Flowers, de Young Museum, and Academy of Sciences.

1. **Before the COVID-19 pandemic, how often did you visit the eastern portion of Golden Gate Park, including JFK Drive?**
   a. Daily 1
   b. Multiple times per week. 2
   c. Once per week 3
   d. 1 – 3 times per month 4
   e. A few times a year 5
   f. Rarely 6
   g. Never 7
2. **During the COVID-19 pandemic, how often did you visit the eastern portion of Golden Gate Park, including JFK Drive?**
   a. Daily 1
   b. Multiple times per week. 2
   c. Once per week 3
   d. 1 – 3 times per month 4
   e. A few times a year 5
   f. Rarely 6
   g. Never 7

3. **Would you like to visit the eastern portion of Golden Gate Park more often than you currently do?**

   a. Yes, want to visit more often 1

   b. No, do not want to visit more often 2

(ASK Q4 IF CODE 1 IN Q3)

4. **Why do you not visit the eastern portion of Golden Gate Park, including JFK Drive, as much as you would like? Please select all that apply.**

   a. Not enough Muni service 1

   b. Muni is too slow 2

   c. It is difficult to find parking 3

   d. Parking in the garage is too expensive 4

   e. Bike routes feel unsafe 5

   f. I do not feel safe walking in the park 6

   g. There are fewer activities in the park for me to participate in 7

   h. I enjoy the parks close to where I live 8

   i. The trip to Golden Gate Park takes too long from where I live 9

   j. Other (Specify) 10

(RESUME ASKING ALL RESPONDENTS)

5. **Next, which of the following best describes how often you use the eastern portion of Golden Gate Park, including JFK Drive, since it was closed to cars?**

   a. I use the eastern portion of the park more since JFK was closed to cars 1

   b. I use the eastern portion of the park less since JFK was closed to cars 2

   c. I use the eastern portion of the park the same amount 3

   d. I don't use the car-free portion of JFK 4

6. **How do you typically get to the eastern portion of Golden Gate Park, including JFK? Please select all that apply.**
   a. Transit 1
   b. Bike 2
   c. Walk 3
   d. Scooter 4
   e. Carpool 5
   f. Drive 6
   g. Taxi 7
   h. Uber/Lyft 8
   i. Other (Specify) 9
7. **How long does your trip to the area of the eastern portion of Golden Gate Park, including JFK, typically take, from the time you leave your house to the time you arrive?**
   a. Less than 30 minutes 1
   b. 30 – 45 minutes 2
   c. 45 minutes to 1 hour 3
   d. More than 1 hour 4

THESE FINAL QUESTIONS ARE FOR STATISTICAL PURPOSES.

8. **In what year were you born?**

   a. 2003 – 1997 (18 – 24) 1
   b. 1996 – 1992 (25 – 29) 2
   c. 1991 – 1987 (30 – 34) 3
   d. 1986 – 1982 (35 – 39) 4
   e. 1981 – 1977 (40 – 44) 5
   f. 1976 – 1972 (45 – 49) 6
   g. 1971 – 1967 (50 – 54) 7
   h. 1966 – 1962 (55 – 59) 8
   i. 1961 – 1957 (60 – 64) 9
   j. 1956 – 1947 (65 – 74) 10
   k. 1946 or earlier (75+) 11
   l. Prefer not to say 12

9. **With which racial or ethnic group do you identify yourself?**

   a. Asian or Pacific Islander 1
   b. Black or African American 2
   c. Hispanic or Latinx 3
   d. Middle Eastern/North African 4
   e. Native American 5
   f. White 6
   g. Another race or ethnicity (Specify). 7
   h. Prefer not to say 8

10. **What was the total income for your household before taxes in 2020?**

a. $24,999 and under 1
b. $25,000 – $49,999. 2
c. $50,000 – $74,999 3
d. $75,000 – $99,999. 4
e. $100,000 – $149,999 5
f. $150,000 – $199,999 6
g. $200,000 or more 7
h. Prefer not to say 8

11. **Do any of the following disabilities currently affect your daily life? Please select all that apply.**

a. Blind or vision impairment 1
b. Deaf or hearing impairment 2
c. Mobility disability (example: difficulty walking or climbing stairs) 3
d. Cognitive or mental disability 4
e. Another disability or disabling health condition (Specify). 5
f. None. 6
g. Prefer not to answer 7

12. **What is your gender?**

THANK AND TERMINATE

APPENDIX C:
Community Engagement and Survey Analysis

Community engagement was made up of three components:

1. **Phone/email survey** to residents Equity Priority Communities in Districts 3, 10, and 11. This survey was also distributed as an online survey through community based organizations (CBOs) within these three districts and allowed respondents to opt-in to focus groups. The Transportation Authority did not have confidence in the survey data collection through the CBO-distributed survey and the data is not included in the report.
2. **Focus groups** that were made up of people who opted-in through the survey distributed by CBOs.
3. **Intercept survey** within the eastern portion of Golden Gate Park, along and within close proximity to JFK drive.

The community engagement and survey were designed to provide data and information to answer the study questions presented in Figure C-1.

Figure C-1. Access Equity Study Guiding Questions

STUDY QUESTIONS
From Equity Priority Communities within District 3, District 10, and District 11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?
From Equity Priority Communities within District 3, District 10, and District 11, who is currently using the eastern portion of GGP, including JFK Drive?
From Equity Priority Communities within District 3, District 10, and District 11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?
From Equity Priority Communities within District 3, District 10, and District 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK Drive?
Who is currently using the eastern portion of GGP, including JFK Drive?

C.1 Phone/Email Survey of Equity Priority Communities in District 3, District 10, and District 11

C.1.1 METHODOLOGY

The statistically significant phone/email survey was conducted by phone and email using voter information to create a random sample of people living within Equity Priority Communities (EPC) in District 3, District 10, and District 11. The survey was conducted by an independent public opinion research company (FM3) from January 8 through February 4, 2022. The survey targeted 400 responses. 310 responses were collected,

creating a margin of sampling error of ± 5.6% (95% confidence interval). A total of 56 surveys from District 3, 123 from District 10, and 131 from District 11 EPCs were collected.

Residents were identified for the survey using voter registration records with a phone or email address and interviewers spoke to any adult in the household, regardless of voter registration status. All the available records were obtained in the District 3 EPCs and either received a phone call or email inviting them to participate in the survey. There were no more available records to draw from, prohibiting the team from reaching a bigger sample size in the area.

Phone and email surveys were conducted in English (83%), Spanish (3%), Chinese (14%), and Tagalog (1%).

C.1.2 FINDINGS

Change in trip making

The survey results show that about half of all respondents within the study districts rarely or never make trips to the eastern portion of Golden Gate Park. In Figure C-2, the frequency of visits to eastern GGP before and during the pandemic is shown by district. Pre-COVID-19, most respondents for each district visited the eastern GGP a few times a year or less. A small group of respondents from each district visit the Park weekly (12 – 25%). During the pandemic, most survey respondents continued to rarely or never visit the eastern part of GGP. A small portion of respondents from each district continued to visit GGP weekly during the pandemic (10 – 20%). In all districts, the share of people who rarely or never visit the eastern part of GGP increased after the pandemic.

Figure C-2. Frequency of Visits to Eastern GGP Before & During the Pandemic **(Phone/Email Survey)**

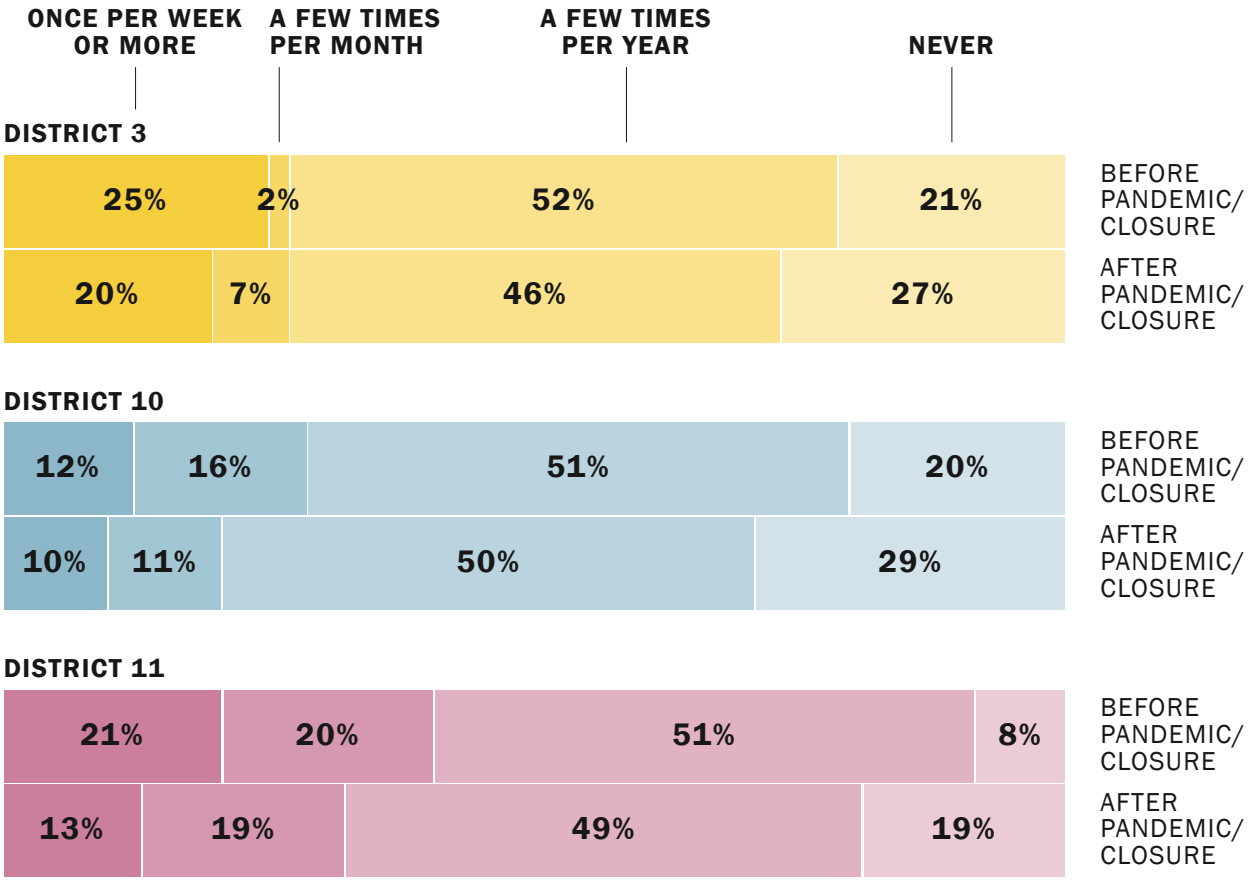


Figure C-3 presents the racial/ethnic demographics of frequent visitors to GGP before and during the pandemic based on self-identification of survey respondents. There was little change in the race and ethnicity of people that made the trip to eastern GGP at least a few times a week either pre-COVID-19 or during COVID-19. Respondents who used the park frequently most often identified as Asian/Pacific Islander or White.

Figure C-3. Share of Frequent Users of GGP by Race/Ethnicity Before & During the Pandemic **(Phone/Email Survey)**

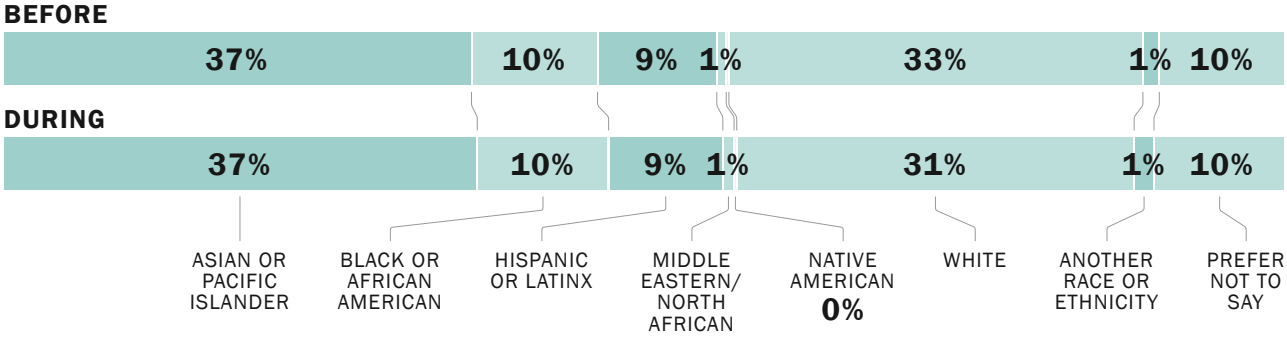
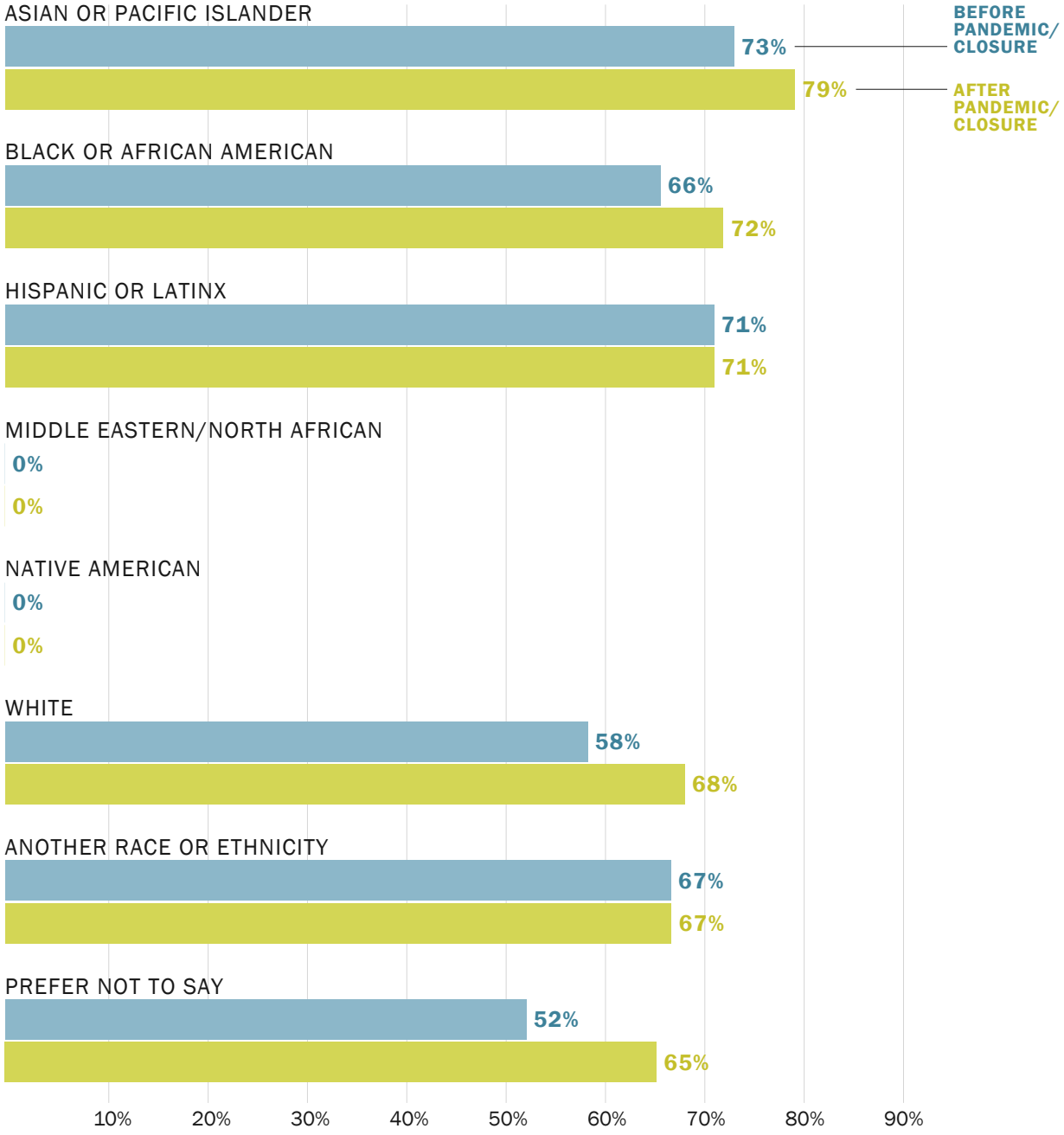


Figure C-4 presents the racial/ethnic demographics of infrequent visitors to eastern GGP before and during the pandemic based on the self-identification of survey respondents. In every racial/ethnic group with more than one respondent, more than half of respondents visited eastern GGP infrequently. This was true both before and during the pandemic.

Figure C-4. Infrequent Users of GGP by Race/Ethnicity Before and During the Pandemic **(Phone/Email Survey)**



Interest in Visiting more often and what are the travel barriers

Between half and two thirds of respondents would like to visit eastern GGP more often (Figure C-5). Figure C-6 shows that of these people, the most frequently cited barriers were related to parking difficulty and cost. For District 10 respondents travel time was often cited as a barrier. Relative to respondents from District 3 and District 11, respondents from District 10 were more likely to enjoy the parks close to where they live. Parking concerns were there most common barrier for District 11 respondents. District 3 residents identified slow Muni service and feeling safe in the park as a barrier more often than other districts. Respondents could select multiple responses for the question about barriers (Figure C-6).

Figure C-5. Percent of Residents who Desire to Visit Eastern GGP More by District **(Phone/Email Survey)**

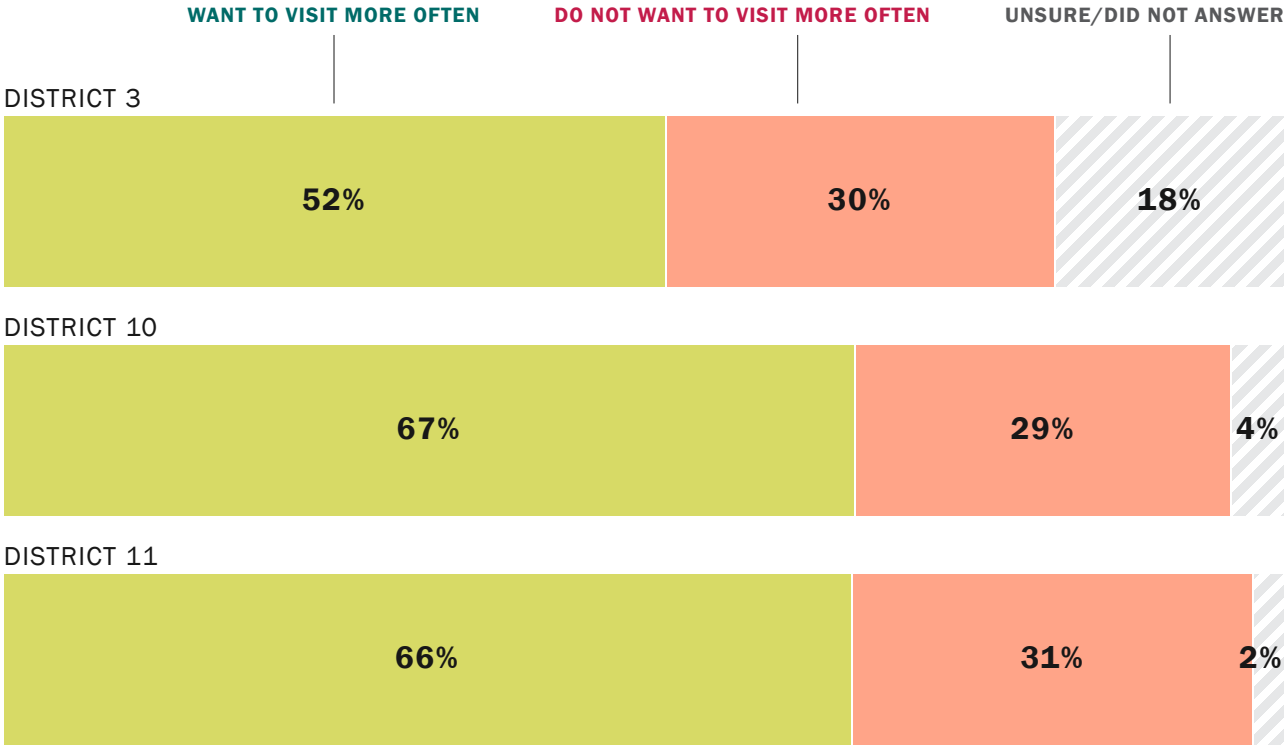
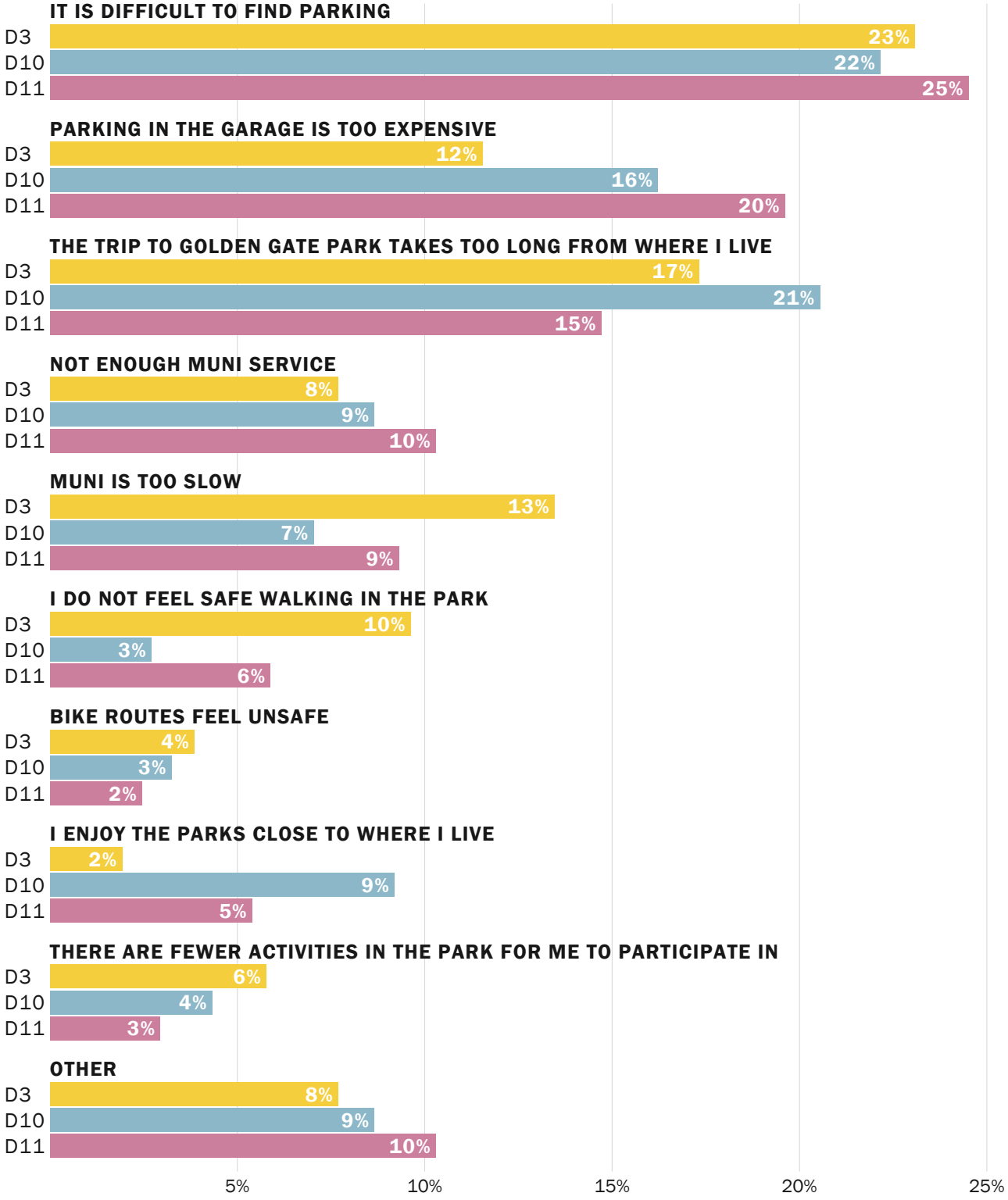
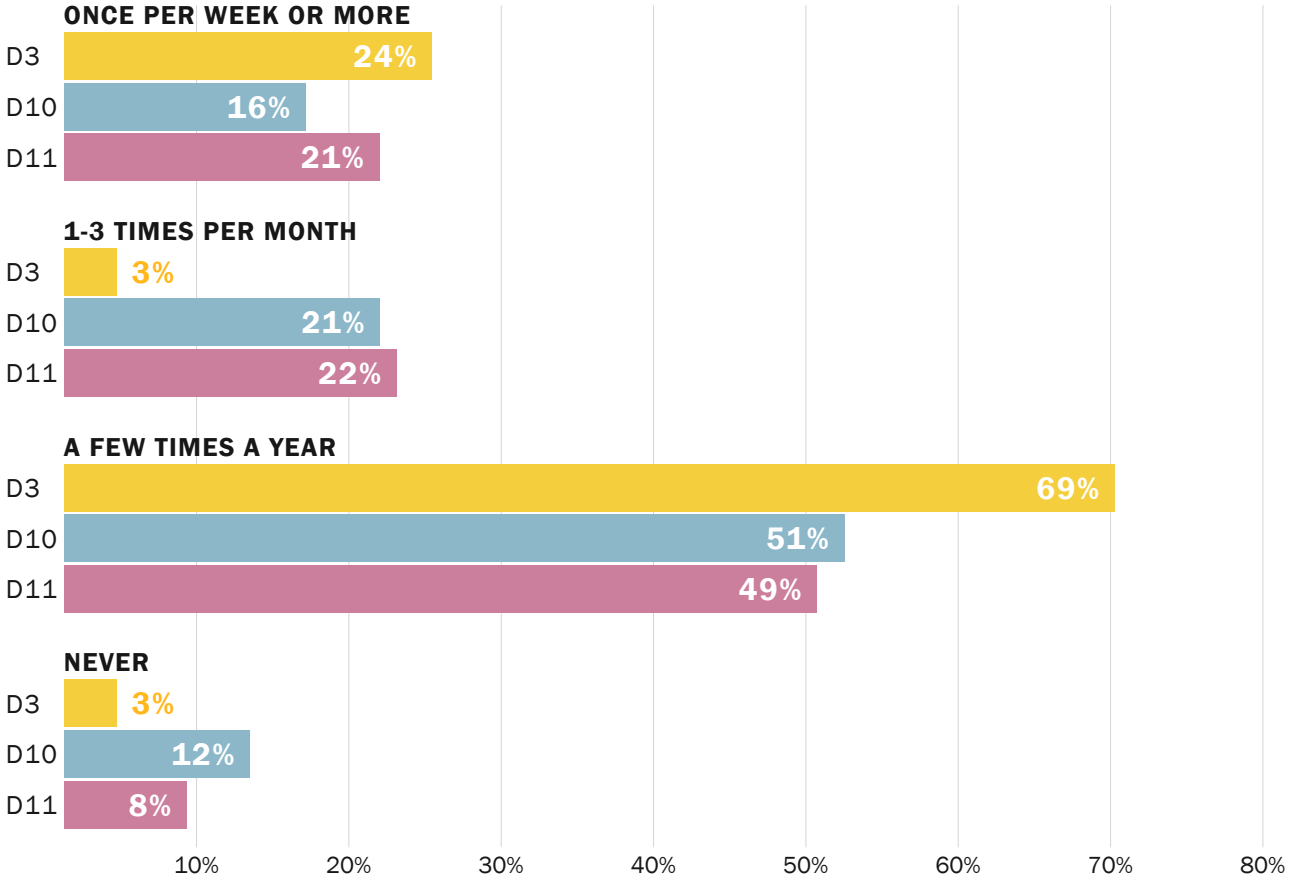


Figure C-6. Barriers for People Who Want to Visit GGP More from Districts 3, 10 and 11 (Phone/Email Survey)



In Figure C-7, respondents who answered that they want to visit eastern GGP more often than they currently do were grouped by frequency of their visits to GGP before the pandemic. Most respondents who want to visit more visited the GGP a few times a year before the pandemic. Only a few of the respondents who want to visit GGP more never visited before the pandemic.

Figure C-7. Respondents Who Want to Visit Eastern GGP More by Frequency of Visits Before the Pandemic **(Phone/Email Survey)**



How the full-time closure impacted desire/ability to visit eastern GGP

Figure C-8 presents changes in use of eastern GGP since the closure of JFK Drive. Nearly half of respondents do not use eastern GGP and over a quarter use eastern GGP the same amount or more often.

Figure C-8. How the JFK Closure Impacts Desire/Ability to Visit the Eastern Portion of Golden Gate Park **(Phone/Email Survey)**

Figure C-9 presents the findings by district regarding changes in use of eastern GGP since the closure of JFK Drive. Most respondents from Districts 3 and District 10 and over 40% of respondents from District 11 did not visit eastern GGP or car-free JFK; 19% and 25% of District 10 and District 11, respectively, used eastern GGP less.

Figure C-9. How the JFK Closure Impacts Desire/Ability to Visit the Eastern Portion of Golden Gate Park by District **(Phone/Email Survey)**

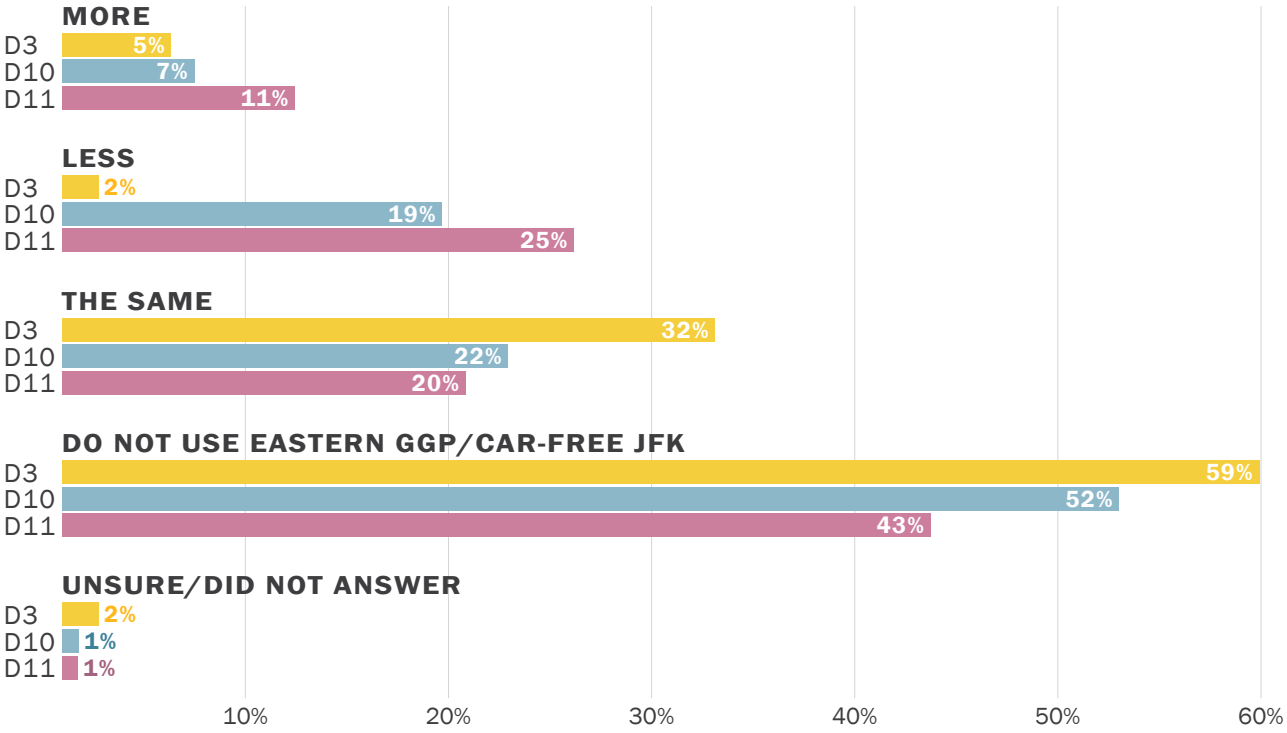
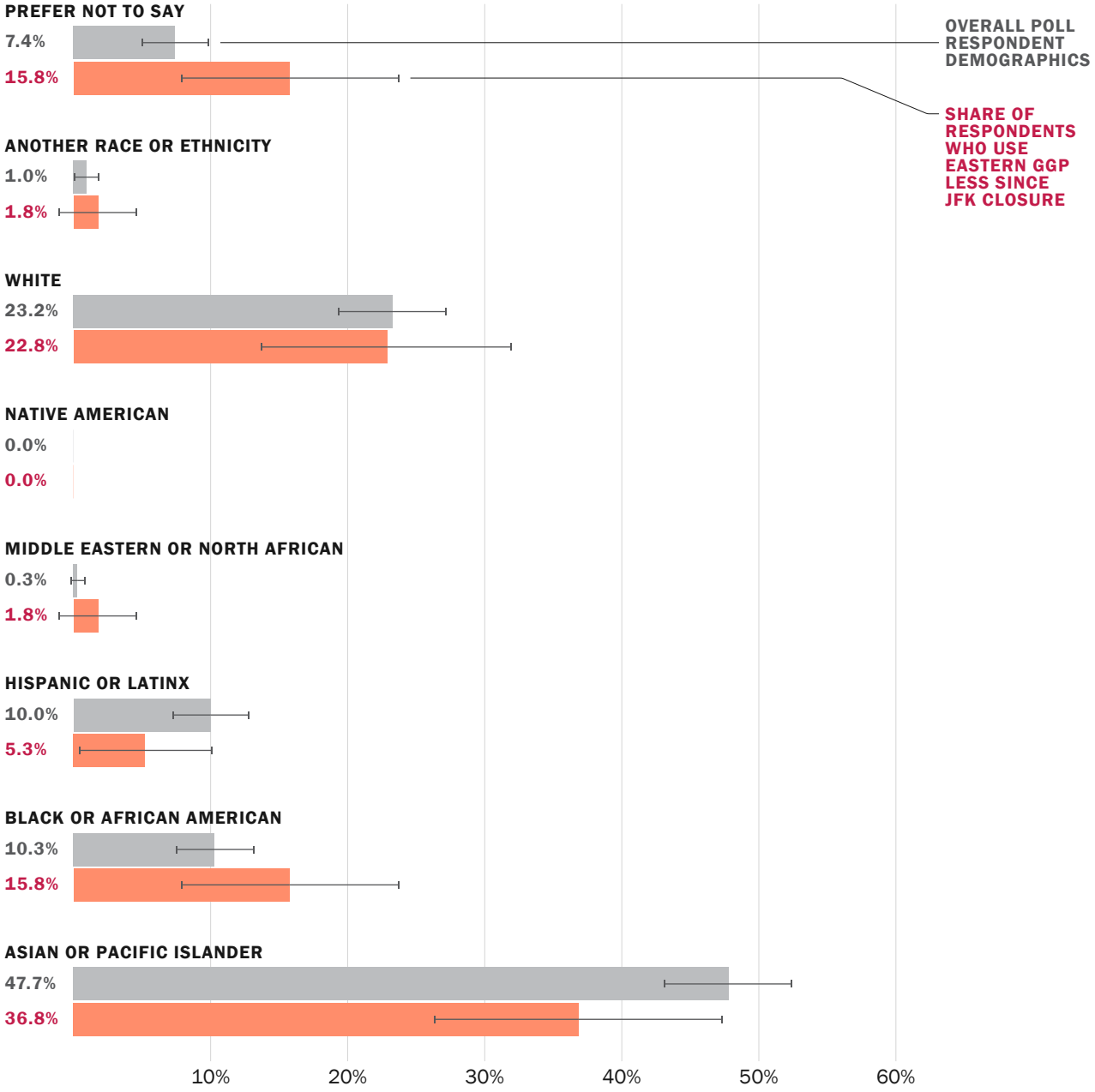


Figure C-10 compares the race/ethnicity of phone and email survey respondents who use GGP less to the race/ethnicity of the entire survey sample. Asian or Pacific Islander and Hispanic or Latinx respondents make up a lower proportion of respondents who use the park less than of total survey respondents.

Figure C-10. Share of Respondents by Race/Ethnicity Who Use Eastern GGP Less Since JFK Closure **(Phone/Email Survey)**



Note: there is a small sample size/high margin of error. 90% confidence intervals are shown in black lines on the chart

Travel Behaviors

Figure C-11 presents mode of travel to eastern GGP from survey respondents by district. Respondents could answer multiple modes (e.g. walked to the bus and took the bus to the park). Overall, 49% of respondents typically travel by driving alone or carpooling. District 11 and District 10 have the highest rates of driving to GGP at 51% and 47%, respectively. District 3 had the highest rates of active travel (walk, bike, scooter) and transit (51%). Respondents from District 3, District 10, and District 11 who visited the eastern half of GGP a few times a year or more pre-pandemic AND want to visit GGP more (47%) have a similar mode-split to the entire sample group.

Figure C-11. Mode of Travel to Eastern GGP **(Phone/Email Survey)**

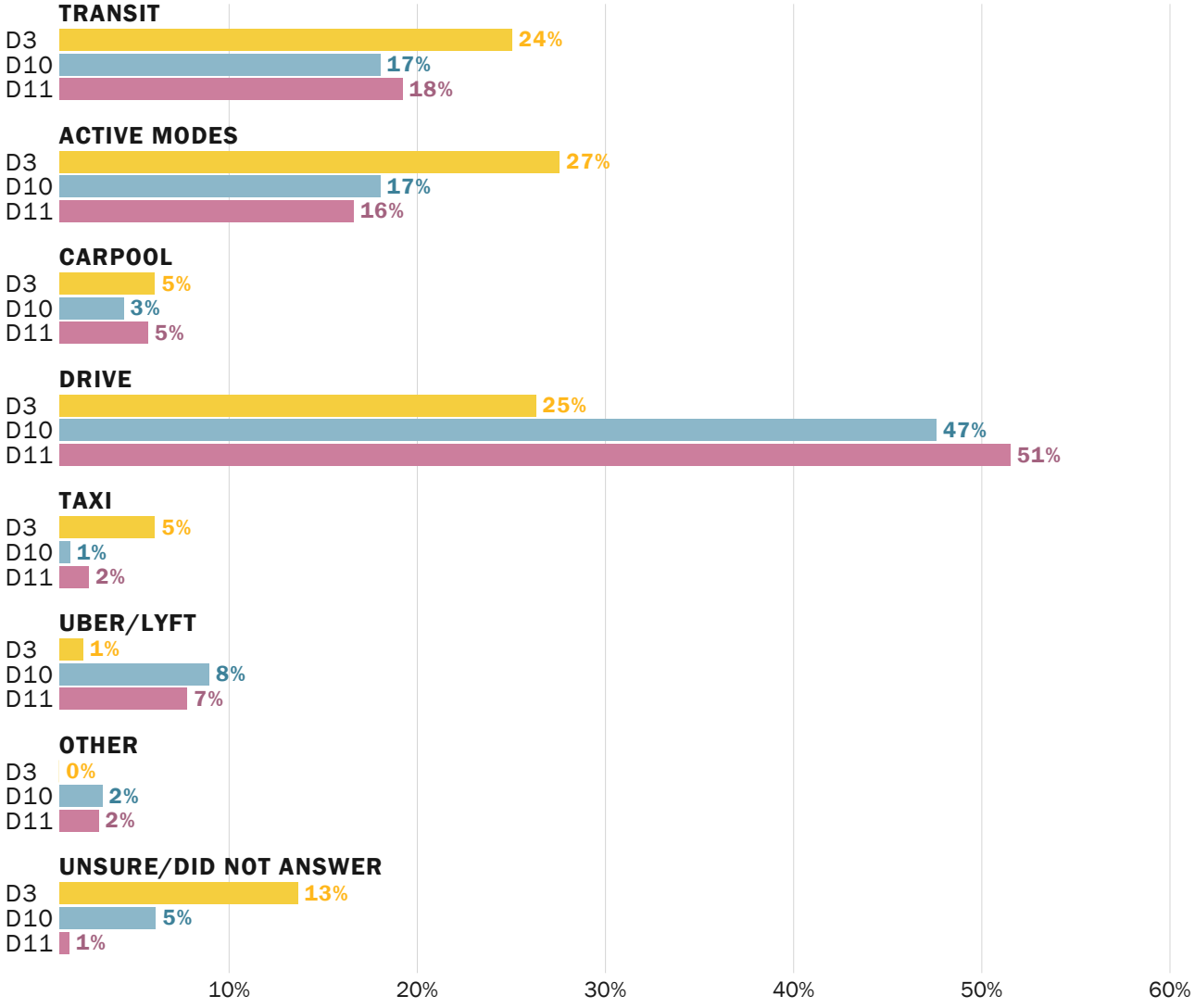
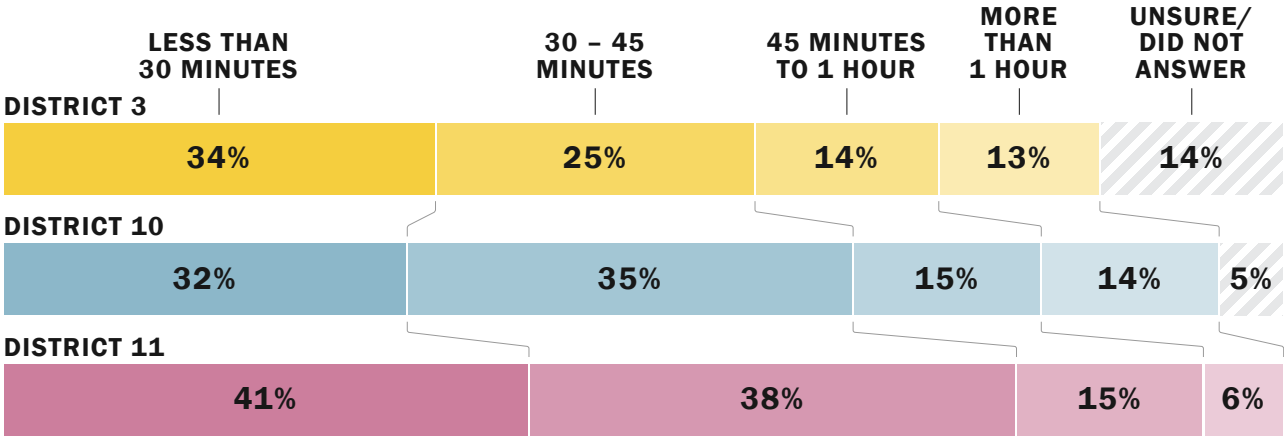


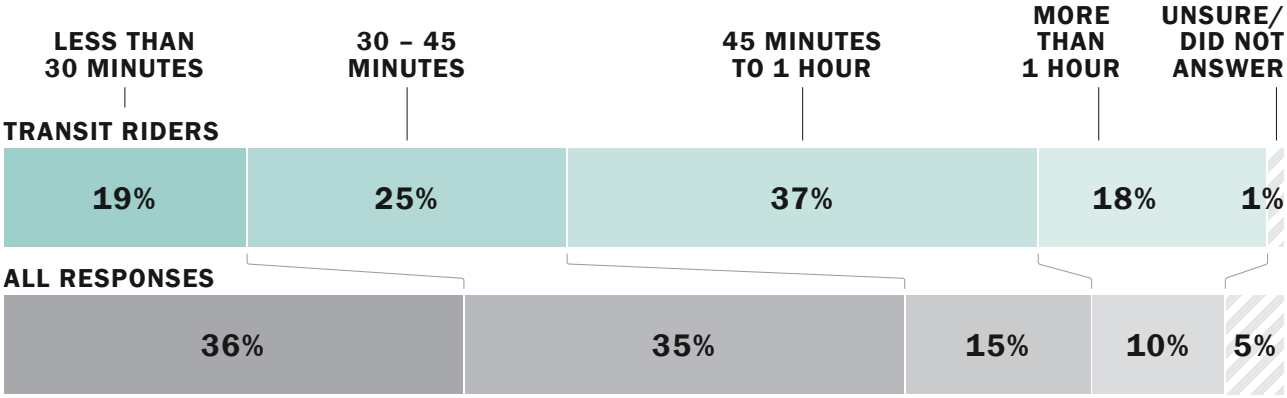
Figure C-12 presents the trip length to eastern GGP for respondents. Around one third of respondents from each district have a typical trip length of less than 30 minutes. District 3 and District 10 had the highest share of respondents whose typical trip length is more than an hour, 13% and 14% respectively (shown in Figure C-11).

Figure C-12. Travel Time to Eastern GGP by District **(Phone/Email Survey)**



Transit riders made up the majority of respondents from all districts whose journey took more than 45 minutes (Figure C-13).

Figure C-13. Travel Time to Eastern GGP for Transit Riders **(Phone/Email Survey)**

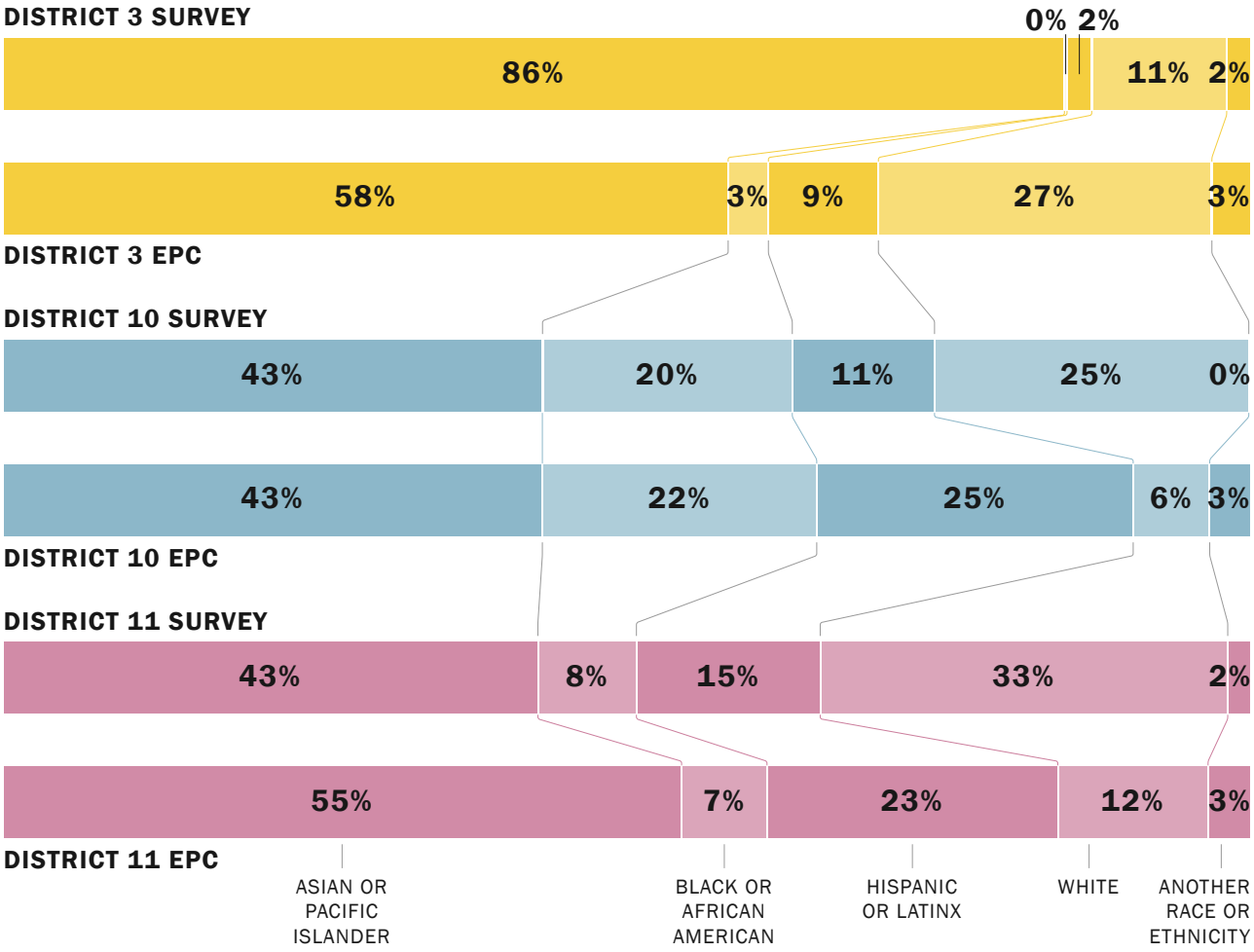


C.1.3 DEMOGRAPHICS OF RESPONDENTS

This section summarizes the responses to questions asked regarding race/ethnicity, age, household income, disability status, and gender.

Figure C-14 compares the racial/ethnic self-identification of the survey sample for each EPC with the racial/ethnic composition of the district as whole. The district data is from the 2018 American Community Survey (ACS) 5-year estimate.

Figure C-14. Race/Ethnicity of Survey Sample Compared to ACS Data by District[1] **(Phone/Email Survey)**



1 American Community Survey 5-year Estimate, 2018.

Figure C-15 summarizes the ages of survey respondents and EPC residents across all study districts as measured in the 2018 ACS. People under 18 were not surveyed and are not represented in the sample. All other age cohorts are represented with an over-representation of older adults. This may be due to the use of voter registrations for contact information as voters are typically older than the population as a whole.

Figure C-15. Age of Respondents **(Phone/Email Survey)**

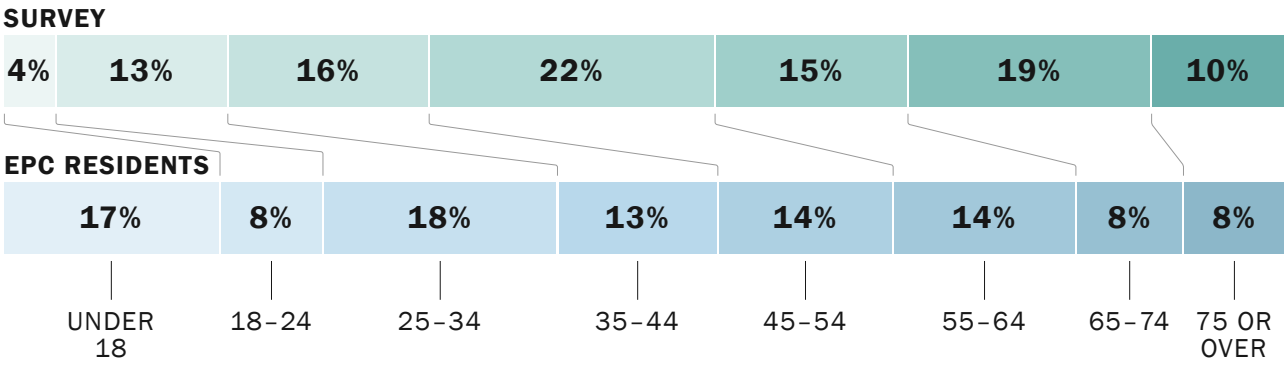


Figure C-16 summarizes the household income of respondents by district. Over half of the households surveyed for each district make less than $100,000 a year. All income levels are represented in the survey sample.

Figure C-16. Household Income of Respondents **(Phone/Email Survey)**

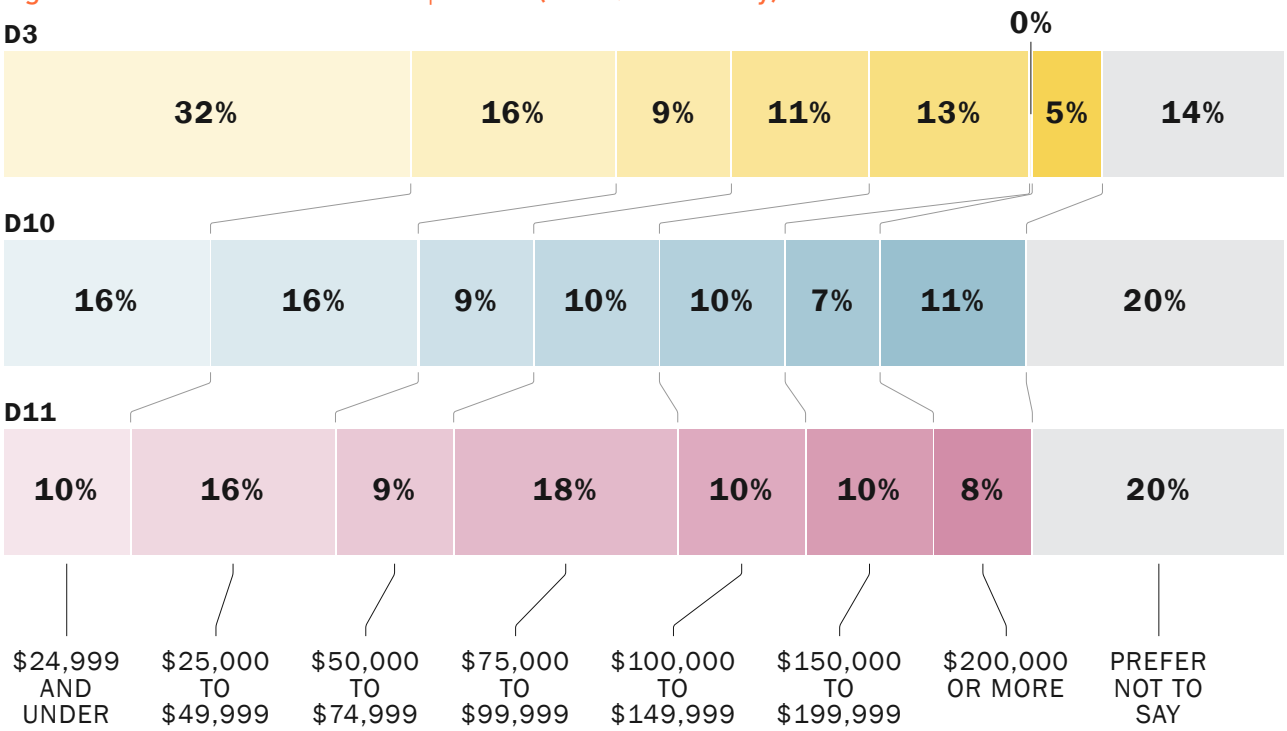
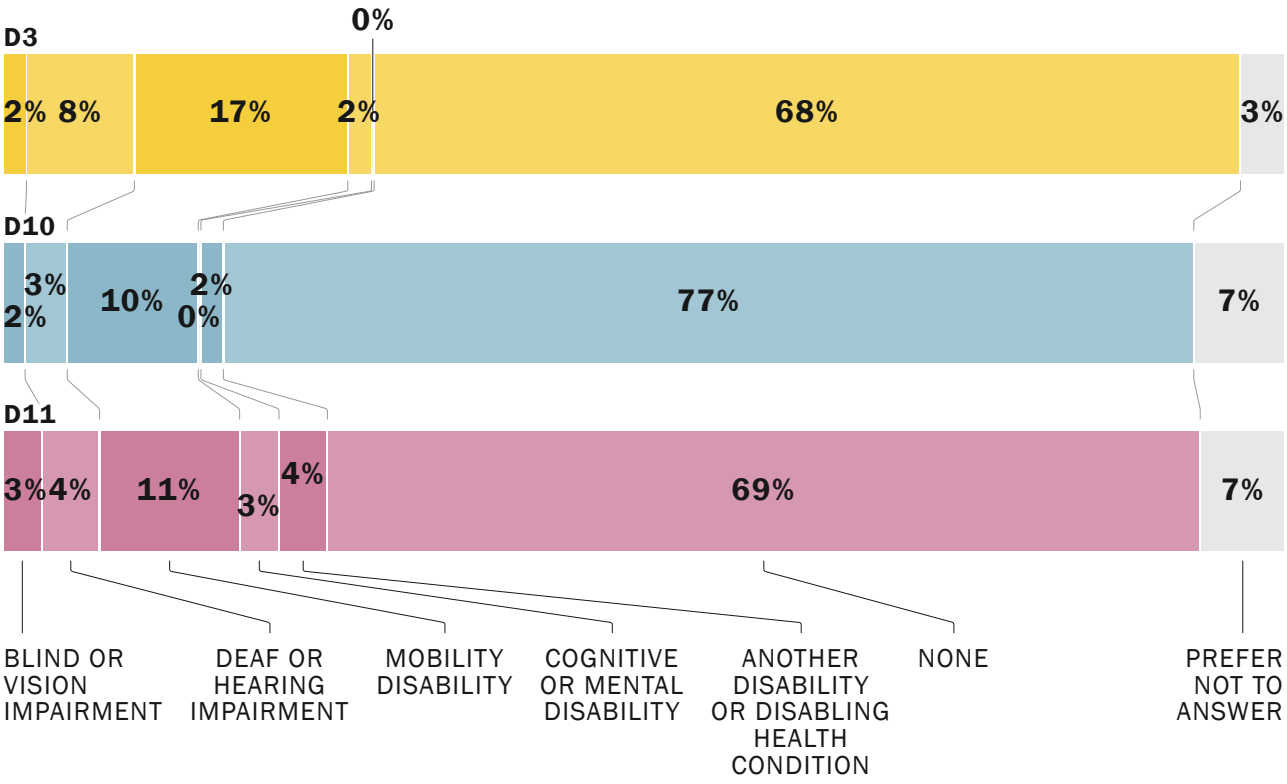


Figure C-17 presents the disability status of survey respondents. Living with a disability can influence travel options and create additional barriers to accessing eastern GGP. Addressing access barriers for people with disabilities is a part of this study's equity assessment. Most respondents did not have a disability with the next highest number of responses having a mobility disability.

Figure C-17. Disability Status of Respondents **(Phone/Email Survey)**



C.2 Focus Groups

Focus groups gave the project team an opportunity to hear about community members' experiences traveling to eastern GGP, barriers they experience, and how the full-time closure of JFK Drive has impacted their ability and desire to use the eastern portion of GGP. Respondents to the CBO survey were offered an opportunity to join focus groups; 50 people from eligible districts opted to join the focus groups. Participants were prioritized based on who reported living in zip codes partially or fully within the EPCs of the study's focus districts and using the eastern portion of the park both before and during the COVID-19-related changes to JFK Drive. In language focus groups were offered in Chinese and Spanish; however, all participants preferred a focus group in

English. In total, two meetings[1] were held in English; each meeting had approximately four to six people, for a total of ten focus groups participants[2].

C.2.1 APPROACH FOR SECURING FOCUS GROUP PARTICIPANCES

En2action and the Transportation Authority developed a list of 35 community-based organizations and stakeholders to contact in District 3, District 10, and District 11, shown in Figure C-18. From this list, 27 CBOs were prioritized and contacted via email for partnership in promoting the JFK Equity CBO Survey.

Of the 27 CBOs contacted, four CBOs partnered with the Transportation Authority on outreach. CBOs were provided with a $300 incentive for their partnership and for promoting the survey using social media, newsletter, emails, and flyers a minimum of three times.

Figure C-18. List of CBOs contacted for Survey Distribution

NAME OF CBO	DISTRICT	PARTNERED ON OUTREACH
Chinatown Community Development Center	3	
Self Help for the Elderly	3	
CYC (Community Youth Center)	3	Yes
Coalition for Community and Safe Justice	3	
North Beach Neighbors	3	
Russian Hill Neighbors	3	
Chinatown TRIP (transportation research and improvement project)	3	
APRI (A. Philip Randolph Institute)	10	
SF Public Housing Tenants	10	
Dr. George Davis Senior Center	10	
BMAGIC	10	
APA Family Services	10	
Cornerstone Missionary Baptist Church	10	
Visitacion Valley Planning Alliance	10	
Hunters Point Shipyard CAC	10	
Bayview CAC	10	
Southeast Community Facility Commission	10	
YCD (Young Community Developers)	10	
San Francisco African American Cultural District	10	
Bayview Hunters Point Coordinating Council	10	
India Basin Neighborhood Association	10	
Dogpatch Neighborhood Association	10	
Potrero Boosters Neighborhood Association	10	

1 Meetings were held virtually on February 22 and 23, 2022.

2 All focus group participants received a $25 stipend for their time

NAME OF CBO	DISTRICT	PARTNERED ON OUTREACH
Bayview Hill Neighborhood Association	10	Yes
Resilient Bayview	10	
Portola Neighborhood Association	11	Yes
OMI Community Collaborative	11	
Inner City Youth SF	11	
Excelsior Action Group	11	Yes
Coleman Advocates	11	
Mercy Housing Developer and Community Leader	11	
OMI Community Action Organization	11	
OMI Family Resource Center	11	
OMI Neighbors in Action	11	
OMI/ Excelsior Beacon Center	11	

C.2.2 METHODOLOGY

Focus group participants were sourced from the CBO survey on February 15, 2022. In the survey, individuals were able to opt-in to a focus group by providing their:

- Zip code
- Email address
- Expressing their availability between three dates
- Specifying meeting language requirements

A total of 50 people from District 3, District 10, and District 11 expressed interest in participating in the focus groups.

Survey response data was filtered to identify potential focus group participants by removing participants who did not want to visit the park more often, this left 40 respondents. Data was then filtered to remove participants who never visited GGP prior to the pandemic. However, no participants were removed using this filtration. Data was filtered to remove two individuals with no contact information and five individuals who were only available for a March 2nd focus group date. A total of 33 individuals were contacted to participate in the focus groups. In all, there were 12 people contacted in District 3, 11 people contacted in District 10, and 10 people contacted from District 11. Three of these individuals had selected they would need in-language Chinese translation and all following outreach was conducted in Simplified Chinese. There were three communications sent to the qualifying 33 individuals using the email addresses provided. The first communication confirmed the focus group date with Zoom details, the second communication was a calendar invitation with zoom meeting link and details, and the third communication was a reminder email, including the zoom details. In total, there were two individuals from District 3, five individuals from District 10, and three individuals from District 11.

C.2.3 FINDINGS

Focus groups were held on Feb 22, 2022 and Feb 23, 2022 to hear about community members' experiences traveling to eastern GGP, barriers they experience, and to understand how the full-time vehicle closure of JFK Drive affected transportation access to the eastern portion of GGP. Participants were asked a series of questions and guided through a discussion to capture feedback on participants' travel experiences, needs, and barriers to visiting the eastern portion of GGP.

Key Findings

- **Protected Bike Lanes:** Individuals from each of the districts expressed safety concerns about biking to the park. They shared that protected bike lanes from District 3, District 10, and District 11 would help to ensure safe travel by bicycle to the park.
- **Too long to travel by public transportation:** The closure of JFK Drive negatively impacted individuals from District 10 and District 11's access the eastern portion of the GGP and ability to park close to attractions within GGP. Individuals from District 10 and District 11 expressed that transit trips to the eastern portion of GGP took too long and that driving was the preferred way to make frequent trips to the area. In many cases public transportation did not enter the park or stop close to destinations, reinforcing the need to drive and park along JFK Drive.
- **Direct bus service:** All districts expressed a desire to have more direct, reliable, and faster public transportation from their respective districts to the park. Several individuals shared that they would want to take public transportation and would visit GGP more if there was a direct bus route.
- **Access for seniors and people with disabilities:** Individuals from District 10 and District 11 expressed that the closure impacted the ability for seniors to travel to the eastern portion of GGP because parking was further from key destinations, there was uncertainty about where to park, and walking conditions are difficult – lighting, ramps, pavement conditions, public seating – between available parking and destinations. Several participants of the focus group were seniors and they highlighted the need for accessibility for those who are elderly or have physical impairments.

- **Golden Gate Park Shuttle:** Participants from all districts shared confusion about shuttle service to GGP. Individuals shared that they did not know when, where, or how to access the shuttle and noted the importance of more outreach to those who do not use computers and including clearer information about the shuttle service. Participants also noted the importance for the shuttle to be ADA accessible seating and shelter at shuttles stops, clear signage when waiting for the park shuttle, and for the service to be affordable, frequent, and reliable.
- **Too expensive to park:** Individuals from District 10 and District 11 emphasized that the closure of JFK Drive limited their ability to drive and park near attractions, necessitating them to pay for the garage which they saw as unaffordable.

Additional Considerations

- Individuals from District 3 proposed an idea for a "hop on hop off" bus for residents to access all desirable locations within GGP and get to the eastern portion of GGP.
- Individuals who biked, expressed fears around being "doored" and hoped that they could be protected from people parking and exiting their cars. ("Doored" is a term for a collision between a biker and an open car door in a bike lane).
- Individuals expressed that intersections on Kezar Drive are extremely busy and feel unsafe.

Figure C-19. Focus Group Findings by Four[1] Barriers of the STEPS Framework

	SPATIAL Geographic distance	TEMPORAL Time to make a trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
3	• Driving to GGP from the Northeastern part of the city requires a more round-about driving trip to access eastern GGP with JFK Drive closure. • Participants typically use public transportation or walk for regular trips, but for trips to GGP they prefer to drive because it is more efficient.	• Participants would prefer faster, more reliable, more frequent, and direct public transit service to the park. • Trips by bus take too long.	• The closure of JFK limits free parking in the park and people will need to use the garage that is "expensive."	• It feels dangerous to bike to the park with unprotected bike lanes, and the route does not feel usable for young children or elderly people.

1 Social barriers, the final "S" in the STEPS framework, were not recorded

	SPATIAL Geographic distance	TEMPORAL Time to make a trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
10	• Some feel GGP is too far to take public transit in a practical way. Must drive to park and then JFK closure negatively affects their driven trip because they cannot park on JFK. • Some say closure has not impacted the ability to drive to the park and bike for leisure within the park. • Some express that GGP is too far to access in general and that District 10 must travel to another county for green space that they do not pay taxes for.	• Shuttle is infrequent, confusing and unreliable. • Trips by bus take too long.	• The parking garage is expensive. • Residents of District 10 are lower income and cannot afford to pay for parking.	• Some with children and dogs enjoy the closure and do not mind using a car to arrive at the park and use the closed street. • The Music Concourse loop is confusing and overloaded with multiple kinds of transport which feels dangerous for bikers and pedestrians with the presence of rideshare, buses, etc. • It feels dangerous to travel to the eastern portion of the park by bike and more protected bike lanes are needed.
11	• Some feel GGP is too far to take public transit in a practical way. Must drive to park and then JFK closure negatively affects their driven trip. • Once within the park, cannot use a car or transit to move throughout the park to access resources.	• Would prefer faster, more reliable, more frequent, and direct public transit to the park. • Trips by bus take too long.	• The closure of JFK limits free parking in the park and people will need to use the garage that is “expensive”. • Parking garage is expensive.	• Elderly people with either no computer or smartphone do not know the schedule or location of the park shuttle. • There are no places to sit near the shuttle, so those with mobility issues must stand or find another option. • The shuttle does not “kneel” so those with physical impairments cannot board. • Most folks do not know the shuttle schedule and a need for better communications to be aware of the frequency • Elderly and disabled people want to come in large groups by shuttle or minivan to enjoy the park, particularly during weekdays, and cannot with JFK closure to cars.
All	• Each district expressed concern about biking to the park. All requested protected bike lanes and expressed concern bringing young children or older family members along unprotected bike routes through the city to GGP.			

C.3 Intercept Survey in Eastern Golden Gate Park

C.3.1 METHODOLOGY

An intercept survey stops a random sample of people in a place and asks them to fill out a survey. The intercept was designed to collect data on current park users during the pandemic. The survey questions varied slightly from the phone/email survey and did not ask about frequency of visits before the pandemic or about barriers to visiting eastern GGP. The survey was conducted in eastern Golden Gate Park on January 14 – 16 and February 4 – 5 by surveyors who spoke Cantonese, Tagalog, and English. Surveys were available in English, Spanish, and Chinese in person and through a QR code for people to complete independently. The long gap between the dates was necessitated by the Omicron variant COVID-19 surge. Surveys were conducted in the study area of the park, with a focus on the main destinations in the area that are close to JFK Drive – nodes along JFK Drive and the roadway itself, the Music Concourse, and Botanical Gardens. Figure C-20 shows where collections were focused. In total there were 422 surveys collected.

Figure C-20. Study Area and **Intercept Survey** Collection Area

Figure C-21 presents the number of surveys collected at each location. Surveys were collected throughout eastern GGP providing a useful sample of current visitors.

Figure C-21. Location of Survey **(Intercept Survey)**

C.3.2 FINDINGS

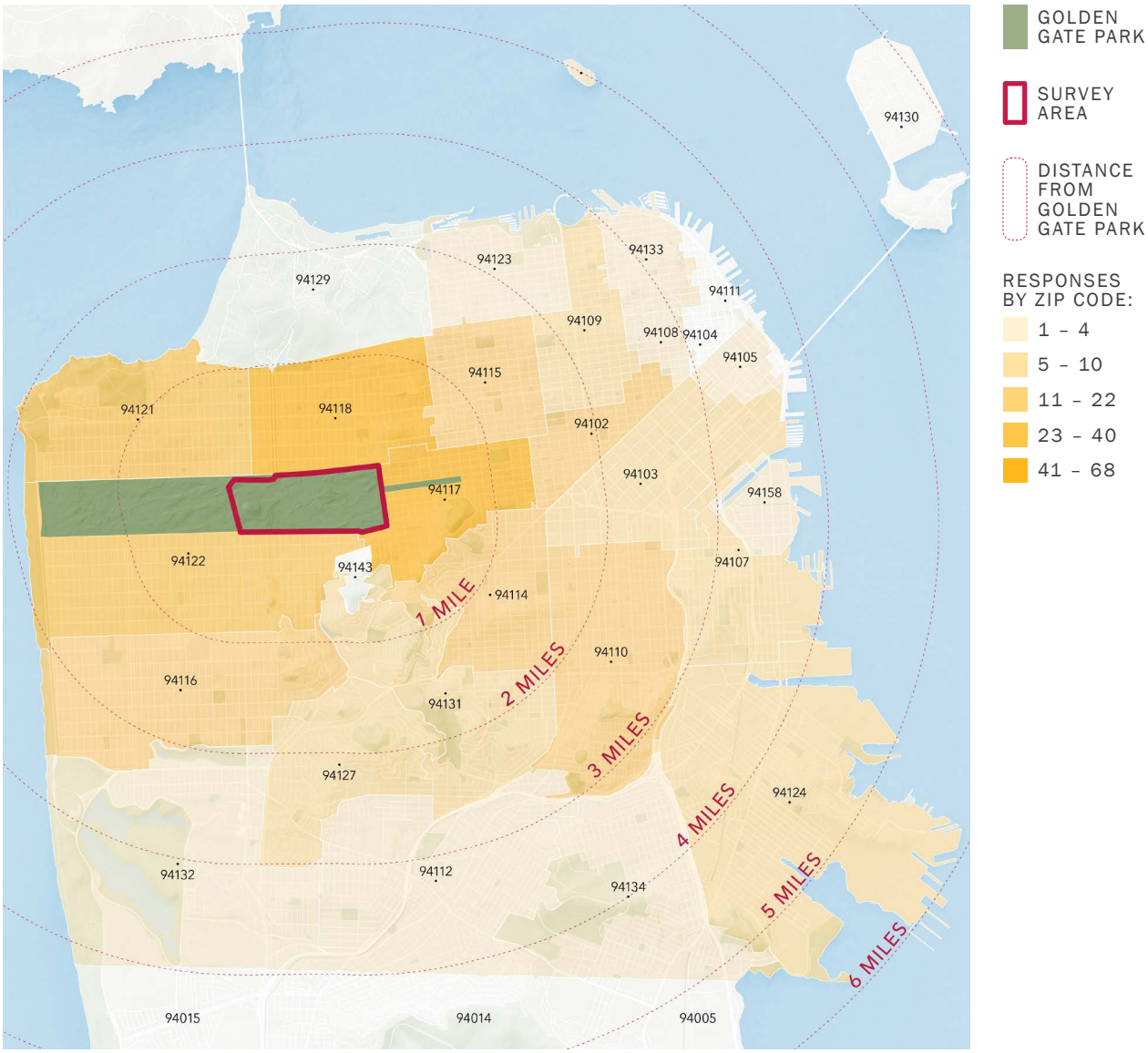
Where respondents are coming from

Figure C-22 summarizes the home location of survey respondents using their zip code. Of the 422 surveys, 79% were from park visitors who live in San Francisco indicating the park is a regional destination, but most visitors are local.

Figure C-22. Respondents by Home Zip Code Location **(Intercept Survey)**

Figure C-23 shows a map of the home zip code locations of intercept survey respondents. Of those that provided a San Francisco zip code, 48% of respondents live within zip codes that are one mile from eastern GGP, 76% are within two miles. Residents of Districts 3, 10, and 11 made up 10% of respondents who provided a home zip code. A zip code was considered to be within a certain distance from eastern GGP based on the distance of the zip code polygon's centroid.

Figure C-23. Map of **Intercept Survey** Responses by Home Zip Code



Frequency of trips and travel behaviors

Figure C-24 presents the responses to the question of how often respondents visit eastern GGP, including JFK Drive, since JFK Drive was closed to cars. Most respondents visit the park once per week or more.

Figure C-24. Frequency of Visit to GGP, Including JFK Drive, Since Closure to Cars **(Intercept Survey)**

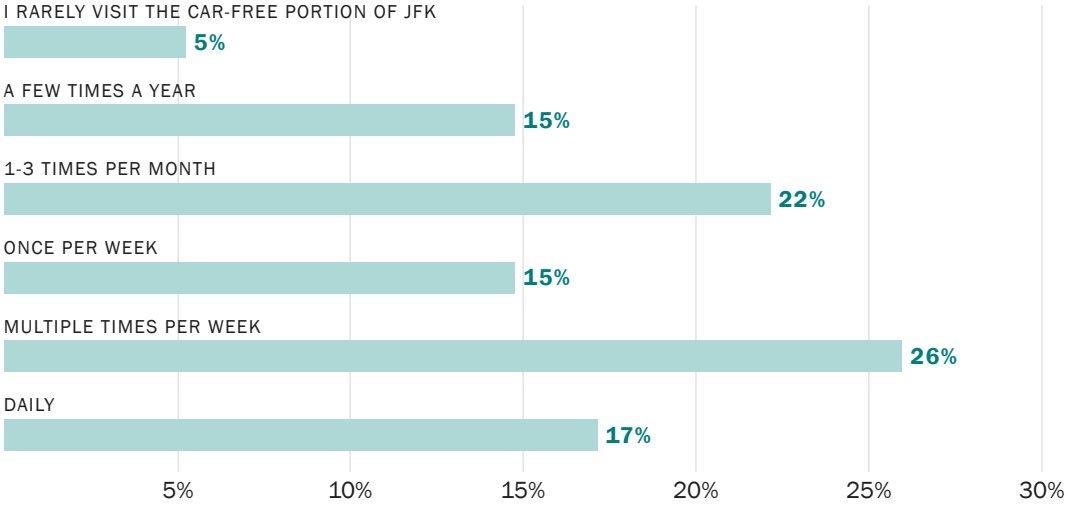


Figure C-25 presents the self-reported change in desire/ability to visit eastern GGP since JFK Drive was closed to cars. Most respondents visit GGP the same amount (51%) and 38% visit more. Only 10% of intercept survey respondents report visiting less.

Figure C-25. How the JFK Closure Impacts Desire/Ability to Visit Eastern Portion of GGP **(Intercept Survey)**

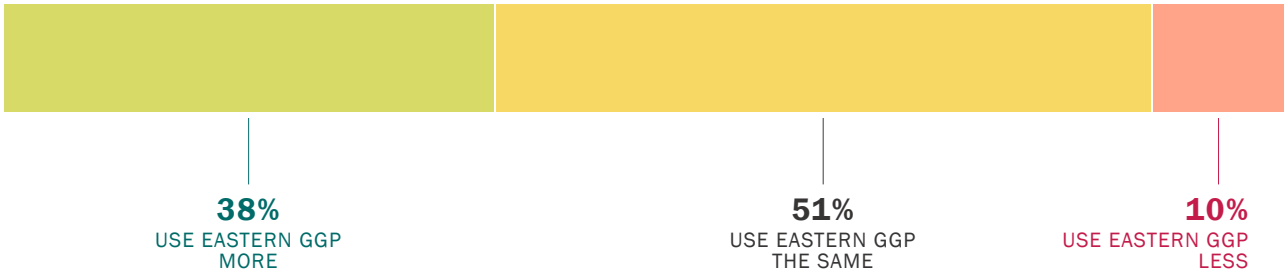


Figure C-26 compares the race/ethnicity of intercept survey respondents who use GGP less to the race/ethnicity of the entire survey sample. White and Hispanic and/or Latinx respondents were less impacted in their desire/ability to visit GGP than respondents of other races/ethnicities. Caution should be exercised when interpreting these results because of small sample sizes.

Figure C-26. Share of Respondents by Race/Ethnicity who Use Eastern GGP less since JFK closure **(Intercept Survey)**

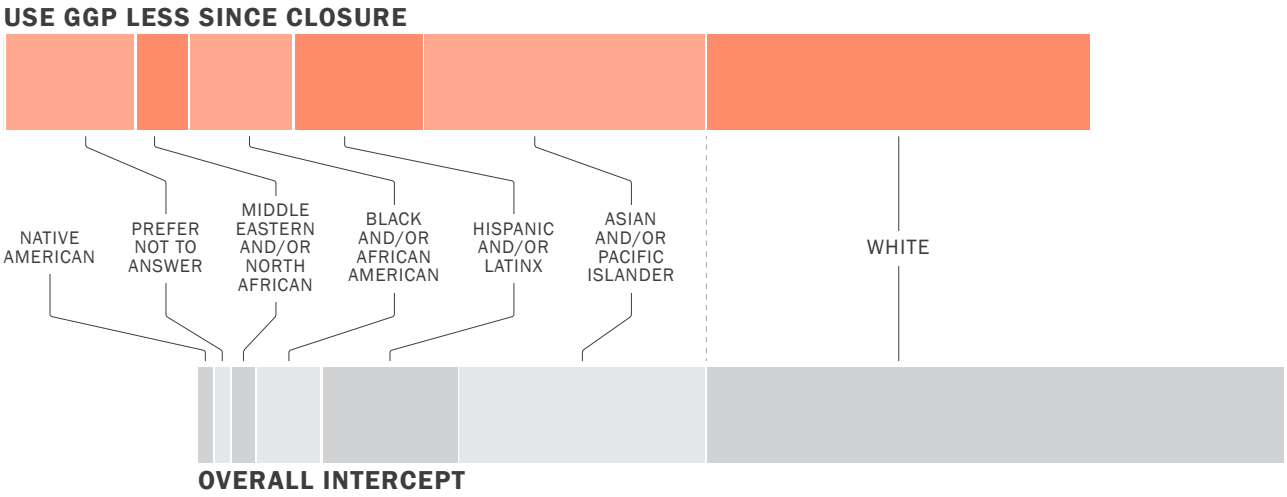


Figure C-27 presents the mode of travel to GGP on day of the survey. Respondents could answer multiple modes (e.g. walked to the bus and took the bus to the park). Most respondents go to the park by an active mode: 42% of walking & 11% by bike. Respondents who drove or carpooled to GGP made up 34% of the respondents and 10% rode transit.

Figure C-27. Mode of Travel to Eastern GGP **(Intercept Survey)**

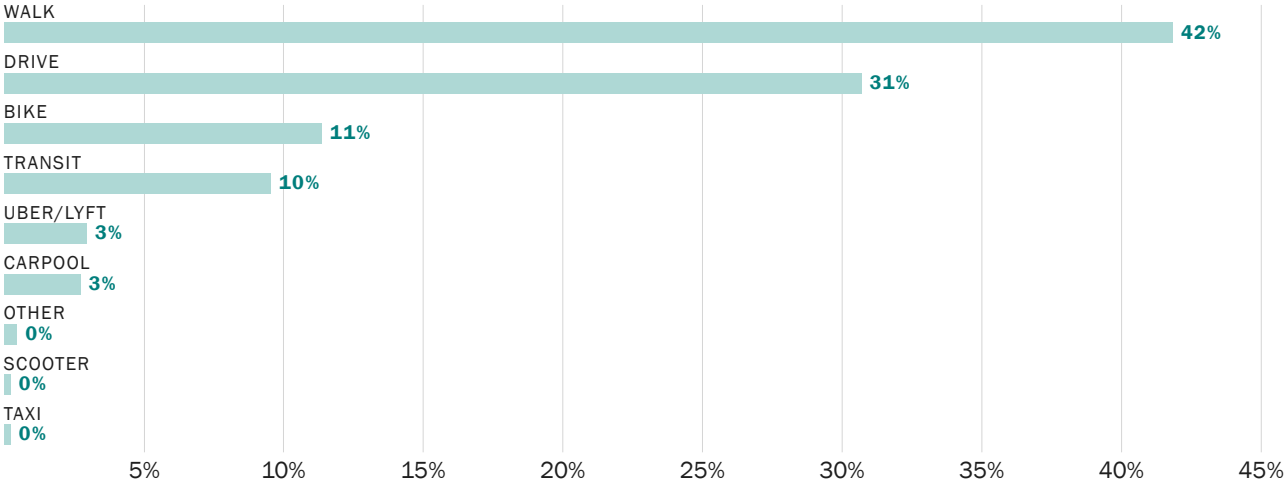
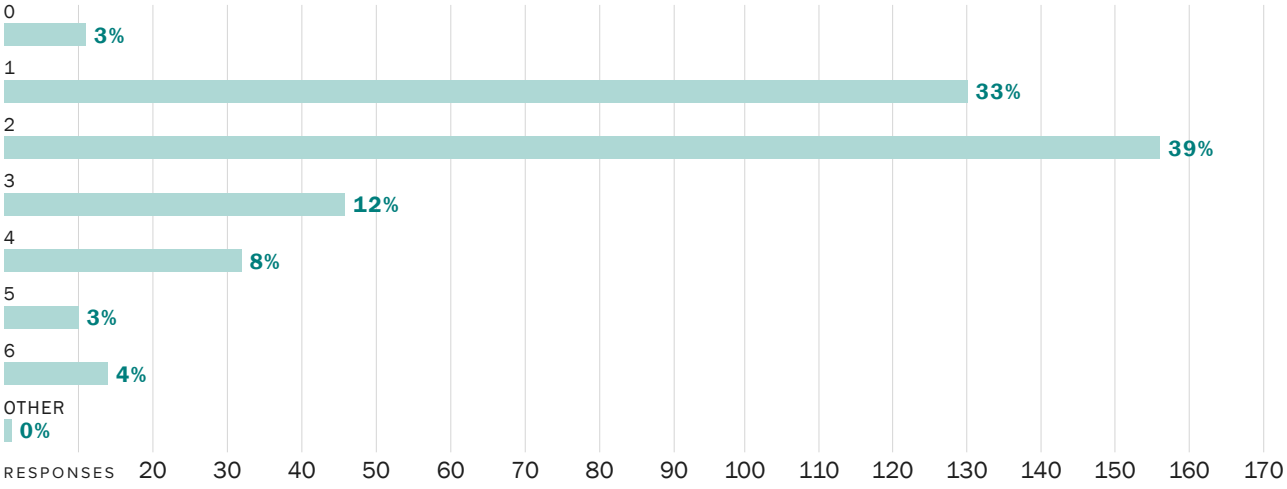


Figure C-28 presents the size of the group the respondent came to GGP with.

Figure C-28. Size of Group During Visit to GGP **(Intercept Survey)**



C.3.3 DEMOGRAPHICS OF RESPONDENTS

Figure C-29 compares the race/ethnicity of intercept survey respondents to the race/ethnicity of San Francisco as a whole. Responses to the intercept survey are distributed similarly to the census data for San Francisco residents. The data for San Francisco is from the 2018 American Community Survey (ACS) 5-year estimate. The intercept survey is roughly proportional to the city as a whole (e.g. largest group is White, second largest is Asian or Pacific Islander); however, respondents who identified as White are overrepresented in the sample and Asian and/or Pacific Islander and Hispanic and/or Latinx are underrepresented in the sample.

Figure C-29. Race/Ethnicity of Survey Sample Compared to City of San Francisco[1] **(Intercept Survey)**

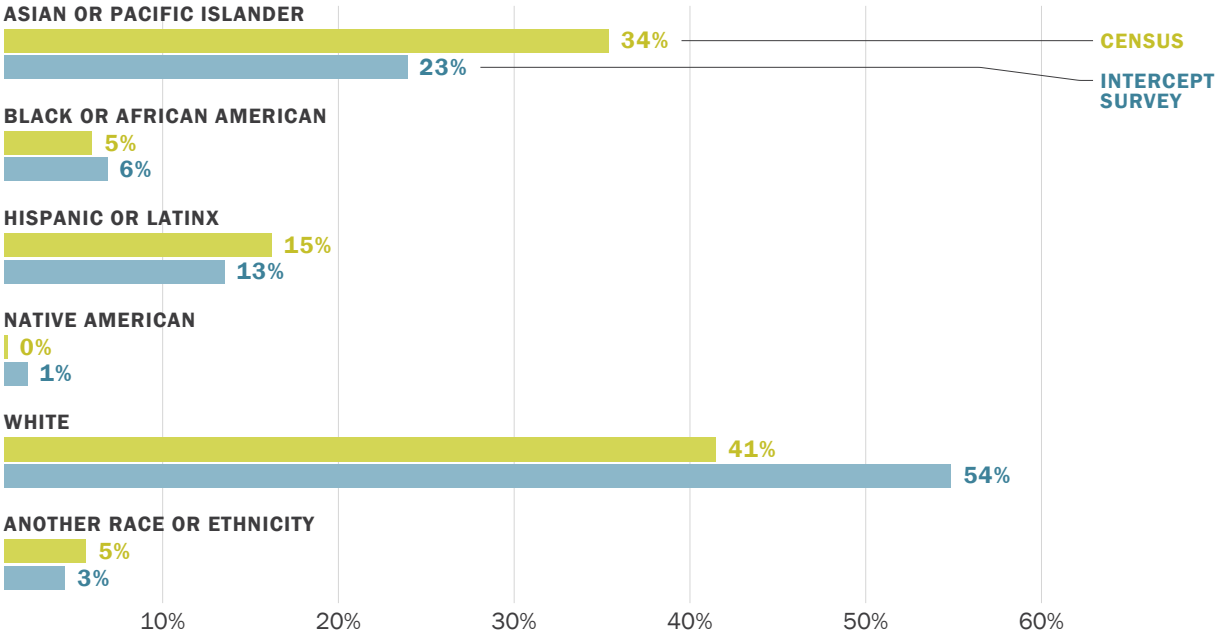
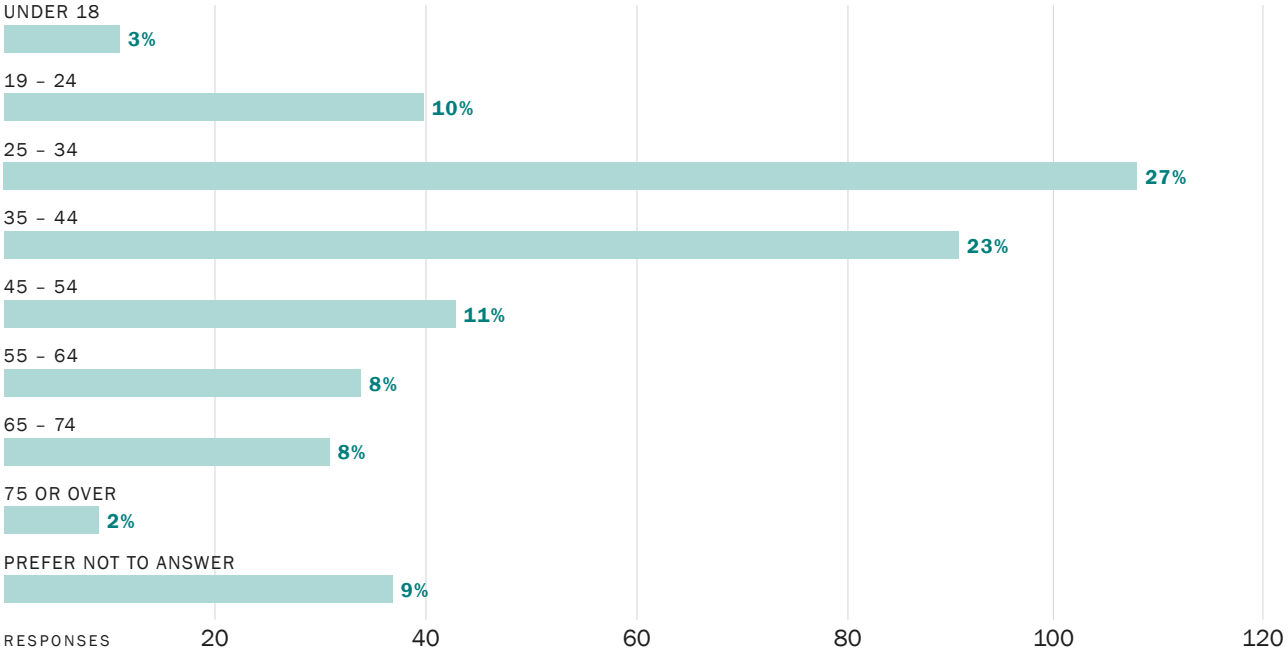


Figure C-30 summarizes the age of respondents. The survey sample is distributed across all age cohorts, with the largest group of responses aged 25 – 44.

Figure C-30. Age of Respondents **(Intercept Survey)**



1 American Community Survey 5-year Estimate, 2019.

Figure C-31 presents the household income of the survey sample. Many respondents did not share their income (38%); 36% of respondents have a household income of $100,000 or more and 25% of survey respondents have a household income of less than $100,000.

Figure C-31. Household Income of Respondents **(Intercept Survey)**

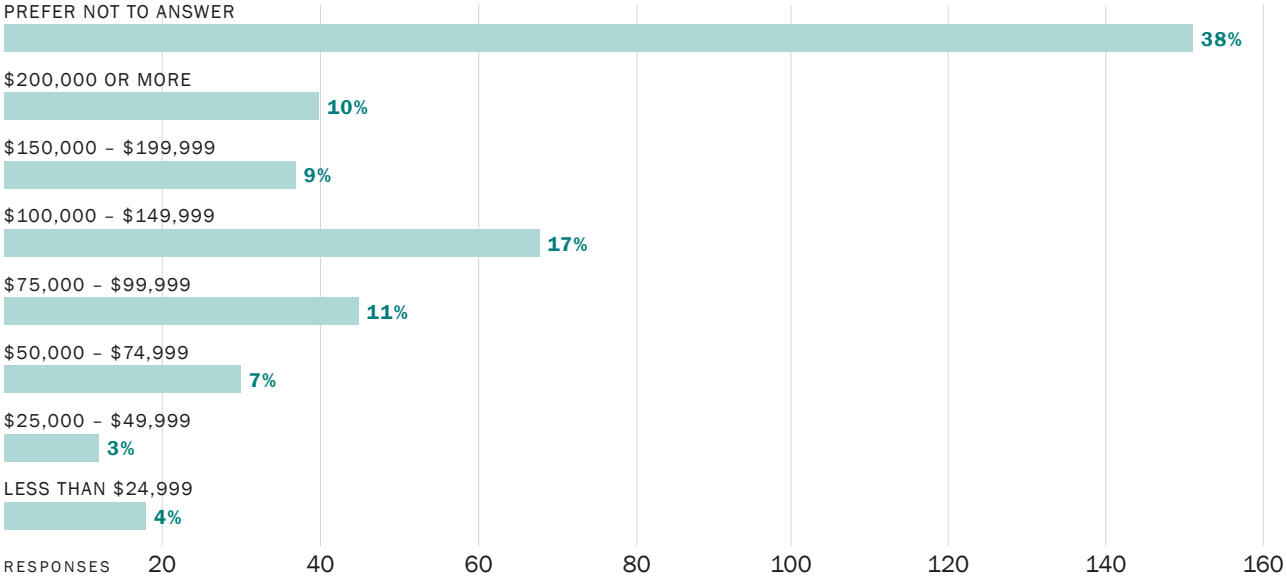
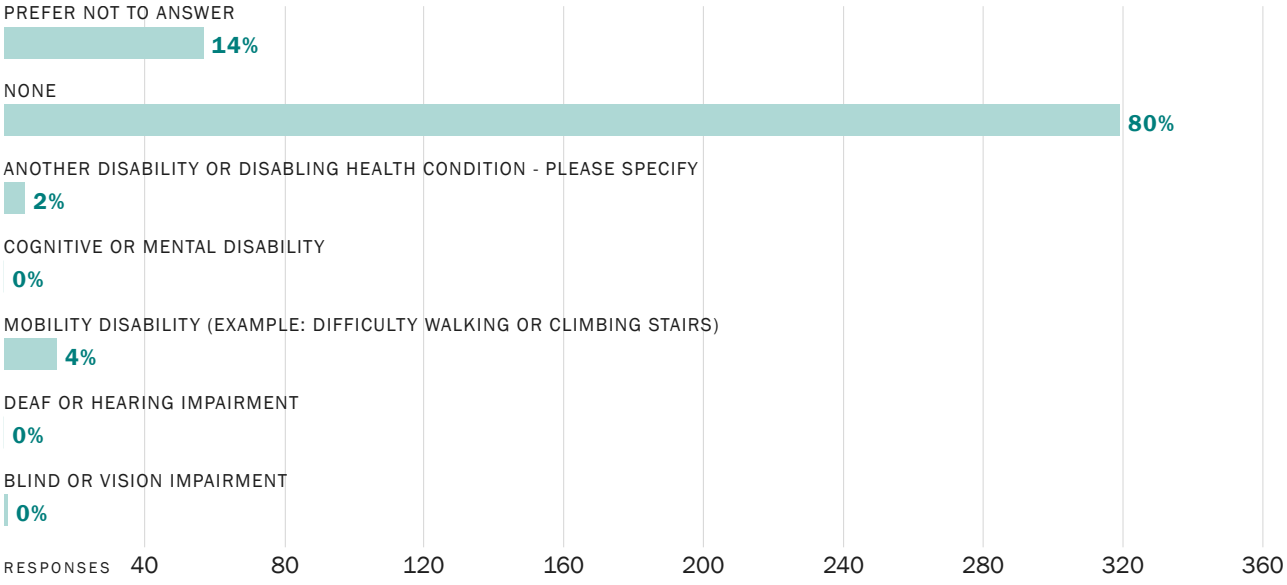


Figure C-32 presents the disability status of survey respondents. Living with a disability can influence travel options and create additional barriers to accessing eastern GGP. Most respondents do not have a disability with 4% having disability that affects mobility.

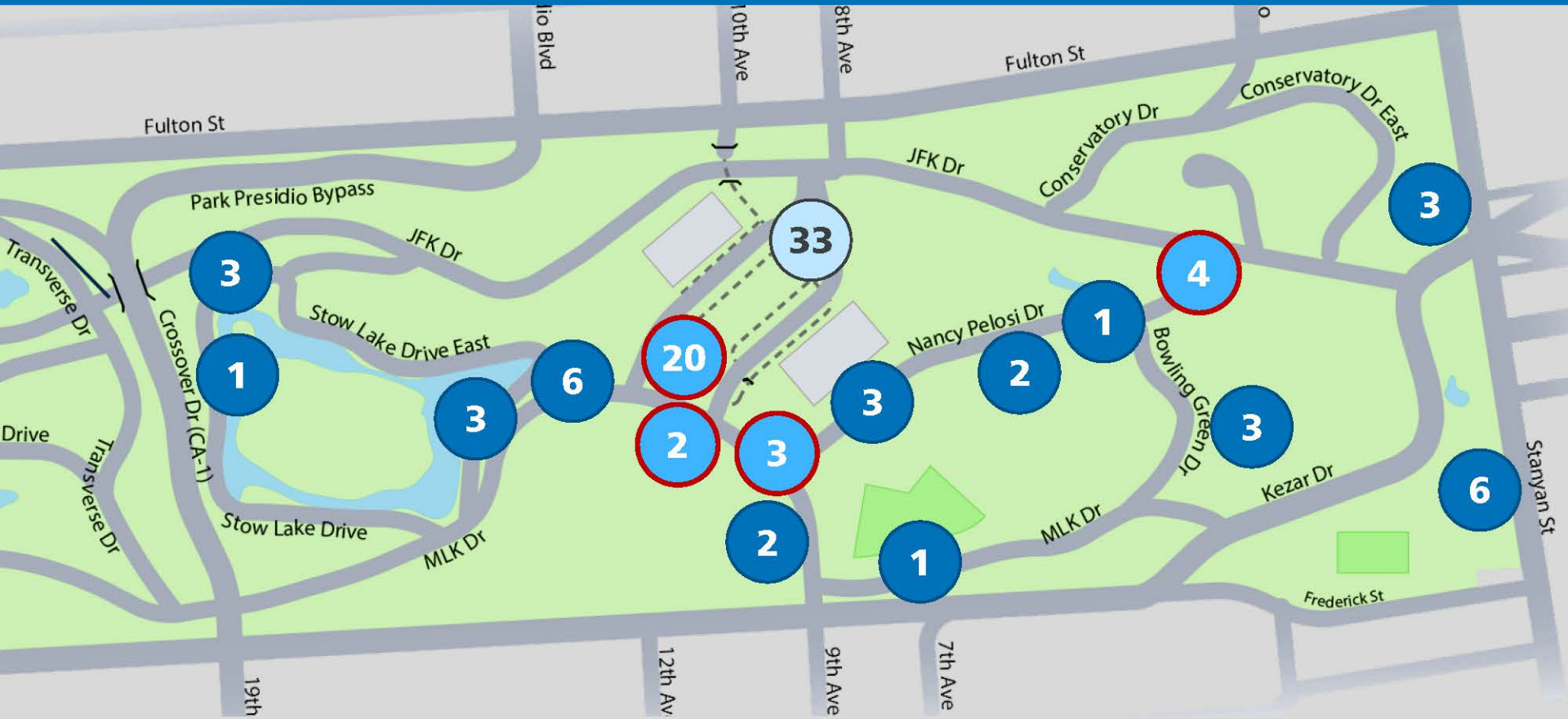
Figure C-32. Disability Status of Respondents **(Intercept Survey)**



APPENDIX D:
ADA Parking Locations

Blue Zones in eastern GGP

Net increase in total blue zone spaces in Golden Gate Park; new blue zones are closer to key institutions and new drop-off and pick-up zones at the Music Concourse



X Number of existing blue zone spaces

X New blue zone spaces

X Blue zones in garage

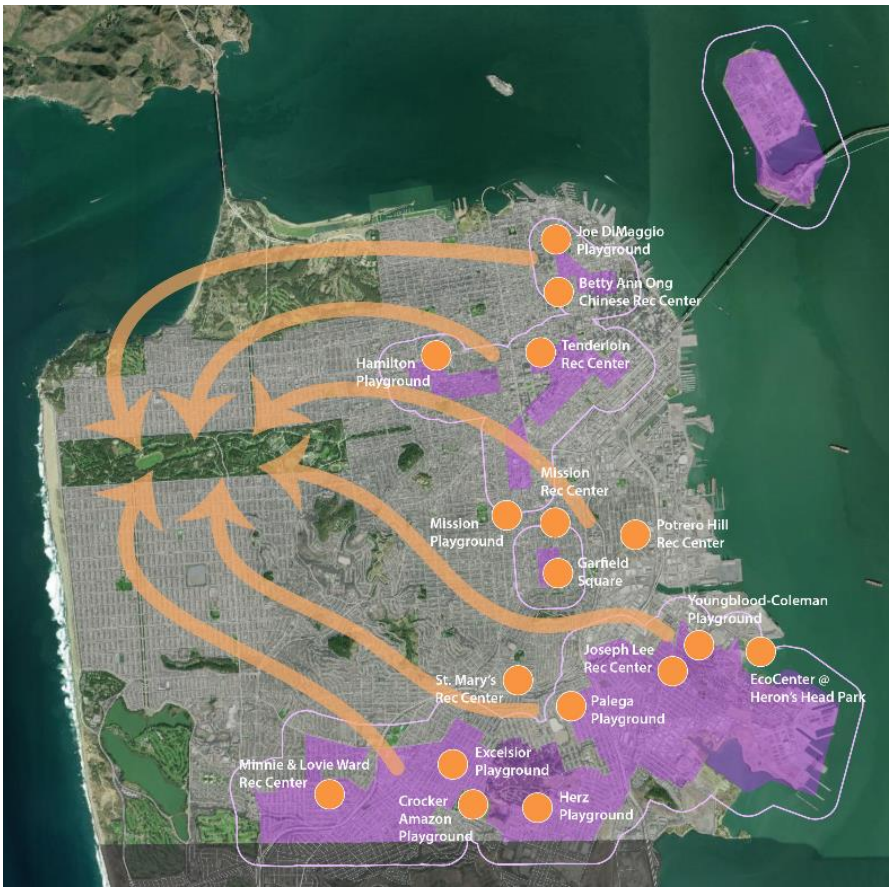
APPENDIX E:
Junior Guide July 2021 Recap

Golden Gate Park: Everybody's Park!
Junior Guides Field Trip Program, July 2021

Overview

In July 2021, the Recreation & Park Department, in partnership with the San Francisco Parks Alliance, ran the *Golden Gate Park Junior Guides Field Trip Program,* which brought nearly 600 San Francisco children aged 5 to 13 to Golden Gate Park for a day of learning and fun. The goal of the program was to expose the youth to the wonders of Golden Gate Park and empower them to return with their families and serve as young guides to the park. The program was targeted at San Francisco's most vulnerable youth and served free camps run by the Department as part of the City's Summer Together program. Campers came from San Francisco Recreation and Park led camps, from recreation centers in neighborhoods further from the park including the Tenderloin, Chinatown, North Beach, Bayview, Portola, Potrero Hill, the Mission, Bernal Heights, Excelsior, Crocker Amazon, Oceanview, and the Western Addition.

The *Junior Guides Program* was originally planned for 2020 as part of Golden Gate Park's 150th birthday celebration hosted by Rec and Park and the San Francisco Parks Alliance. The program was delayed due to the COVID-19 health emergency until health orders were relaxed enough to allow for field trips. The program operated under an approved health and safety plan with safety measures including transportation by cohort, thus limiting the number of Junior Guides per bus and the wearing of masks when not eating lunch. The program was funded as part of the Golden Gate Park 150 campaign.



Camp Locations

In addition to the Rec & Park and Parks Alliance team, the initiative was made possible by partners including:

- The San Francisco Botanical Garden staff and volunteer docents
- SkyStar Observation Wheel
- Monumental Reckoning
- Author Marta Lindsey
- The Herschell-Spillman Carousel
- Map West
- California Academy of Sciences
- de Young Museum

Highlights of the Experience

- Junior Guides were picked up at Recreation Centers by shuttle and dropped at the Music Concourse.
- Junior Guides then participated in a discussion of artist Dana King's "Monumental Reckoning" installation, before riding the SkyStar Wheel.
- Junior Guides walked to the San Francisco Botanical Garden for a docent-led tour and discussion of ancient plants, redwood trees, the fragrance garden, and other interesting pieces of this vast collection.
- After a healthful lunch, the Junior Guides were transported to the Koret Children's Quarter, the very first playground built for children in our nation.
- The Junior Guides enjoyed the historic Herschell-Spillman Carousel before learning more about Golden Gate Park from San Francisco author Marta Lindsey.
- The joy continued with active play in the playground, sliding, climbing, running, and spinning about before the day ended with a trip back to their home recreation centers.

As a way to encourage the children to return with their families, each Junior Guide was given a passport and yellow bracelet that provide information and grant free entry for the Junior Guide and his/her family to return to the Conservatory of Flowers, the Japanese Tea Garden, and the San Francisco Botanical Garden through December 2021. The passport also includes information about the *Museums for All program,* providing free and discounted access to the de Young Museum and the California Academy of Sciences.

Junior Guides Campers' Feedback

"I'm not dizzy, I'm having fun!" {About the spinning seat at the play area.} - Bryan, a camper from the Tenderloin Rec Center

"BEST DAY EVER", Katie a camper from Mission Playground's Adaptive Recreation Program

"Will I see the Monkey Flower in the Botanical Garden?" {On the way to the SFBG} – Camper from Youngblood Coleman Rec Center

"I was with my kids during the pandemic in the learning hub. I really care about these kids and am excited for them to have this fun day in Golden Gate Park." - Jessenia, Rec Park staff member from Excelsior Rec Center

Family Feedback

- 61 families responded, including translated surveys in Chinese and Spanish.

"It was wonderful! Thank you! SO many parts of this city don't feel like they belong to our children-esp (especially) our native children-this was a great way to provide fun and a sense of ownership."

"My child woke up very early and excited for this field trip to Golden Gate Park"

"My child is non-verbal but from the pictures that I saw on the app from his camp, he seemed like he had a wonderful time especially at the SkyStar Observation Wheel."

"THANK YOU!! They absolutely loved it and I loved not thinking about going deeper in debt for summertime."

"This should (be) offered every year to our San Francisco resident children. Perhaps expand to other State Parks as well within San Francisco city limits."

"Thank you for doing this, our family appreciates it!"

Junior Guides Program Outcomes

This program served:

- 701 Individuals including 521 campers, 60 youth workers, 120 counselors
- 17 Camp Locations
- 15 Neighborhoods
- 6 Supervisorial Districts
- As of 8/31/21 over 52 Junior Guides have returned with their families.

Location	Campers	Pre-Survey Forms Completed	Making Less Than 2 Visits to GGP Annually	First Visit to GGP
Palega Rec Center	45	13	8	5
Tenderloin Rec Center	47	44	37	26
St Mary's Rec Center	34	11	3	2
Hamilton Rec Center	34	18	8	3
Mission Arts Rec Center	34	31	10	6
Potrero Hill Rec Center	31	15	7	4
Excelsior Playground	18	13	7	5
Joseph Lee Rec Center	36	15	12	7
Crocker Amazon Playground	32	30	8	8
The EcoCenter at Heron's Head Park	15	12	5	4
Garfield Clubhouse	20	9	6	4
Youngblood Coleman Playground	19	2	2	2
Joe DiMaggio Playground	36	20	4	3
Betty Ann Ong Rec Center	50	23	15	11
Minnie & Lovie Ward Rec Center	62	9	4	1
Adaptive Rec at Mission Playground	8	7	1	0
Total	**521**	**272**	**137**	**91**

Junior Guides Program Media

San Francisco Recreation and Park social media reach includes:
Facebook (@sfrecpark) 18.1k followers & 1.1 million reaches
Twitter (@recparksf) 28.6k followers & 6 million reaches
Instagram (@sfrecpark) 13.1k followers & 12.2 million reaches

- Supervisor Haney (27.5k Followers) Twitter post re: Tenderloin Rec campers visiting GGP: https://twitter.com/matthaneysf/status/1414799250207035393?s=10
- Rec Park Instagram post re: Junior Guide program: https://www.instagram.com/p/CRUugKOLzLo/
- Rec Park Twitter Post re: Junior Guide Program and Marta Lindsey: https://twitter.com/RecParkSF/status/1418352807019618306
- Rec Park Twitter post re: Junior Guides program: https://twitter.com/RecParkSF/status/1415430715781513219
- Rec Park Twitter Post re: NRPA President/CEO Kristine Stratton and the Junior Guides program: https://twitter.com/RecParkSF/status/1416207217896747015
- Marta Lindsey (236 followers) Twitter post Re: Junior Guides program: https://twitter.com/MartaHLindsey/status/1418348548362362881
- Junior Guide press release: Rec and Park and SFPA Launch Program to Turn Kids into Golden Gate Park Experts

Junior Guides Program Photos

HAMILTON JUNIOR GUIDES AT THE SKYSTAR WHEEL

JUNIOR GUIDES FROM THE TENDERLOIN REC CENTER DISCUSSING MONUMENTAL RECKONING BY DANA KING

THE FRANGRANCE GARDEN WITH TENDERLOIN REC CENTER JUNIOR GUIDES

NO STONE UNTURNED IN THE REDWOOD GROVE

ALGAE TALK WITH MONIQUE FROM MINNIE & LOVIE WARD REC CENTER

EXPLORING THE OUTDOORS WITH NEW FRIENDS

AUTHOR MARTA LINDSEY READING GOLDEN GATE PARK A-Z TO THE JUNIOR GUIDES FROM JOSEPH LEE REC CENTER, JOINED BY RPD GM PHIL GINSBURG AND NRPA CEO KRISTINE STRATTON

HAPPY JUNIOR GUIDES FROM HAMILTON REC CENTER RIDING THE HERSCHELL-SPILLMAN CAROUSEL

CLIMBING HIGH ABOVE THE KORET CHILDREN'S QUARTER

THE GREAT CEMENT SLIDE WITH EXCELSIOR PLAYGROUND JUNIOR GUIDES

MINNIE & LOVIE WARD JUNIOR GUIDES SEND HAPPY MEMORIES

FAVORITE MEMORY OF THE HAPPY DAY FROM KEITH

GATHERING TO BEGIN THE DAY IN GOLDEN GATE PARK!

CHILDRENS BOOK AUTHOR MARTA LINDSEY, IMPRESSED BY MISSION ARTS CENTER JUNIOR GUIDES' KNOWLEDGE OF GOLDEN GATE PARK!

APPENDIX F:
Conceptual SFMTA Transportation Demand Management Job Description

The Rec Park Transportation Demand Manager will have three main program areas of work:

- Golden Gate Park shuttle oversight and management
- Rec Park program events transportation demand management
- GGP institutions employee transportation demand management
- GGP Parking management

The manager will also support access and mobility programs for Rec Park in coordination with Rec Park, SFMTA and other partners.

Golden Gate Park Shuttle oversight and management

The Rec Park shuttle requires operational and capital improvements in the next two year, and general performance management and oversight in the long term. The disability community and the key Golden Gate Park destination communities are interested in long-term engagement and improvement to the shuttle.

Day to day tasks may include:

- Contract development and execution
- Vendor compliance and program management
- Operational improvements development
- Minor capital improvements implementation
- Major capital improvement coordination with Rec Park capital group
- Outreach, communication and marketing, especially to older adults, people with disabilities and serving populations of the key Golden Gate Park destinations.

Rec Park program events transportation demand management

As Rec Park expands programmatic events Citywide, it is critical to ensure safe, affordable and efficient access for all San Franciscans, especially those in equity priority communities.

For moderate sized and greater events hosted by Rec Park or Rec Park permittees – events that are anticipated to have a citywide or regional draw – a planner is needed to develop access plans to ensure that however attendees are getting to the event, that they are able to do so safely and reliably.

Further, these plans will encourage and highlight the use of sustainable modes through visibility and potential usage incentives (best parking location, early/ closer access, giveaways).

For moderate sized Rec Park program events, be the lead transportation demand coordinator for City departments and private mobility providers to ensure excellent access to events. Tasks may include

- Leading associated street closures, including ISCOTT permitting and temp sign shop coordination,
- Implementation of grouped loading zones coordinated with taxi and rideshare companies,
- Facilitating bike valet,
- Coordinating bikeshare and scootershare additional service
- Ensuring signed detours for all users (vehicles, bicycles and pedestrians)

For major events supported by large scale permits (i.e., Outside Lands), support vendor in developing and enhancing annual TDM efforts across City departments (including SFMTA Muni and PCOs), private mobility providers (bikeshare, rideshare services, scooter providers), and implementation of additional Rec Park services such as shuttles to ensure safe and efficient access and egress from the event.

GGP institutions employee transportation demand management

Work directly with institutions and employee access plans to identify mobility options and to encourage the use of sustainable modes by employees, including transit and carpooling where appropriate.

GGP Parking Management

Work with Capital team to add blue zones and loading zones where appropriate within Golden Gate Park near key destinations or in areas with accessibility gaps. Complete a parking study every 5 years of key Rec Park facilities to modify and improve parking as needed.

APPENDIX G:
Equity Assessment

Table G-1. SFMTA/RPD Programs by Configuration Alternative

SFCTA NAME	PROGRAM DESCRIPTION	NO PROJECT, PRE COVID	CAR-FREE JFK	ONE WAY PRIVATE VEHICLE ACCESS LOOP	NO PROJECT, LIMITED PROGRAM IMPROVEMENTS
Expanded In-Park Shuttle Service	Improve frequency, service, and stop amenities of existing park shuttle that operates along JFK Drive	weekend only, 30+ minute headways	**Yes** Weekday service would be added, and weekend service would be expanded	**Yes** Weekday service would be added, and weekend service would be expanded	**No** Service would only operate on Sundays
Revised In-Park Shuttle Routing	Improve shuttle service by extending the current route to connect to major destinations and transit [footnote to news release]	**No**	**Yes** The route would be extended to connect to Haight Street as a new terminal and Stow Lake as new stop	**Yes** The route would be extended to connect to Haight Street as a new terminal and Stow Lake as new stop	**Yes** The route would connect to Haight St, however the Stow Lake stop would need to be re-evaluated for feasibility due to narrow roadway
Passenger Drop-off in the Music Concourse	Improve access to major destinations by allowing all vehicles to use the loading zones directly in front of the museums for passenger loading.	**No**	**Yes**	**No**	**No**
Equity Priority Community CBO Shuttle	CBO constituents get free, single day service to Golden Gate Park. [Footnote: An expanded version of the Junior Guides Program that has evolved into a partnership with Bayview CBOs See Appendix XX	**No**	**Yes**	**Yes**	**No** A shuttle would not be implemented if the road is open to vehicles and all parking spaces are made available
29 Sunset Improvement Project	Improve the speed and reliability of the 29 Sunset, which serves Districts 10 and 11	**No**	**Yes**	**Yes**	**Yes**
Wayfinding Improvements	Improve signage to make available parking and key destinations easier to find	**No**	**Major improvements**	**Major improvement**	**Minor Improvement**
Transportation Demand Management Program	Improve the overall parking conditions with a TDM program to improve traveler information, improve access for events, and study parking to identify opportunities to increase parking and loading.	**No**	**Yes**	**Yes**	**Yes**
New ADA Spaces	Reconstruct the Bandshell Parking Lot and re-stripe nearby roads to create 28 new ADA parking spaces, new ADA loading, new curb ramps, and path of travel upgrades	**No**	**Yes**	**Yes**	**Yes**
Demand Responsive Garage Pricing	RPD will work with the Music Concourse Community Partnership (MCCP), SFMTA, and the Board of Supervisors to implement flexible parking in the garage to make parking cheaper when it is underutilized.	**No** $5.25 – $6.25/hr and max rate of $29 – $33	**Yes**	**Yes**	**Yes**
Garage Subsidy (Museums for All) for Low-income Residents	RPD will work with the MCCP to expand the Museums for All program to potentially include parking as part of the program, thereby providing free garage parking to San Francisco residents who quality for CalFresh of Medical	**No**	**Yes**	**Yes**	**No** Free parking on-street parking is restored
Garage Drop-Off Area	Improve the drop-off area in the Music Concourse Garage by adding waiting areas, additional loading areas, and increasing allowed drop-off time to 30 minutes. Changes to vehicle circulation or roadway striping require agreement by the Music Concourse Community Partnership.	**No, but 15 min free drop off**	**Yes**	**No**	**No**
Direct programming in GGP for equity priority communities	Expand programming in GGP which welcomes Black and brown communities. This is not assumed to impact travel or access to the eastern portion of GGP.	**No**	**Yes**	**Yes**	**Yes**
Courtesy Campaign on car-free streets	Educational campaign to encourage safe behavior on bikes, scooters, and other mobility devices. This is not assumed to impact travel or access to other Eastern portion of GGP.	**No**	**Yes**	**Minimal (not on Loop)**	**No**
New Bikeshare Locations	Pursue new bikeshare stations within GGP	**No**	**Yes**	**Yes**	**Yes**

Table G-2. Equity Rubric

SPATIAL	TEMPORAL	ECONOMIC	PHYSIOLOGICAL
All modes Trip distance is <1 mile **Drive** Accessing in-park destination does not require additional walking **Transit** Door to Park route with no transfers **Active/Shared** Travel route has limited interactions with the high injury network and few network gaps Access to shared services [e.g., bikeshare, carshare, ride-hail] is readily available	**All Modes** <30 minute door to Park trip time, including time to find parking Total trip time or difficulty is consistent and predictable for all days/times of week	**All Modes** Cost of trip can be made for under $5 Where travel costs money, discounts are available for special groups No start up costs to use **Active/ Shared** Does not need cell phone data or web access to use	**All Modes** ADA accessible/compliant for people with physical and/or cognitive disabilities Limited barriers to traveling with heavy equipment (strollers, wheelchairs, etc.)
All Modes Trip distance is 1 – 3 miles **Drive** Accessing in-park destination requires walk from parking location **Transit** Route with 1 transfer or <0.25 mile walk to/from transit **Active/Shared** Travel route has some interactions with the high injury network and/or some network gaps Access to shared services is available but requires waiting or additional travel	**All Modes** 30 – 45 minute door to Park trip time, including time to find parking Total trip time or difficulty to make trip increases more on certain days or at certain times"	**All Modes** Cost of trip between $5 – $15 Moderate start up cost **Active/Shared** Generally requires cell phone or web access to use, however a no-technology option exists	**All Modes** Moderate level of accessibility for people with physical and/or cognitive disabilities Moderate barriers to traveling with heavy equipment (strollers, wheelchairs, etc.
All Modes Trip distance is >3 miles **Drive** Accessing in-park destination requires walking from parking location and crossing perimeter streets into park **Transit** Route with >1 transit transfer and >0.25 mile walk to/from transit **Active/Shared** Travel route has many interactions with the high injury network and many network gaps Access to shared services is not available	**All Modes** >45 minute door to Park trip time, including time to find parking Total trip time or difficulty to make trip increases considerably or is not possible on certain days or at certain times	**All Modes** Cost of trip is greater than $15 High start up cost **Active/ Shared** Requires cell phone or web access to use	**All Modes** Low level of accessibility for people with physical and/or cognitive disabilities High barriers to traveling with heavy equipment (strollers, wheelchairs, etc.)"

Table G-3. Baseline, Pre-COVID

	SPATIAL Geographic distance	TEMPORAL Time to make a trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
Driving	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Though District 3, District 10, District 11 are far from the Park, cars can travel far distances quickly Parking is restricted in the study area on Sundays, Holidays and some Saturday April and September Park lacks sufficient clear signage directing drivers to parking and destinations	Drive time to the park is 20 – 50 minutes on weekends (2 p.m.) Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.) Music concourse garage parking only available from 7 a.m. to 7 p.m. Parking spaces on adjacent streets (outside of park) are free and underused most periods, but can be hard to find a parking space during the busiest times of the day	High cost of car ownership Music concourse garage parking costs $6.25/hour on weekends, with a $33.00 maximum Majority of parking spaces in and around park, including along JFK, are unpriced. These provide affordable options. Ride Hail/taxi services are expensive due to far distance Sunday and Saturday street closures remove 518 free spaces which may create financial barriers at the busiest times	Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs) ADA spaces available in the study area but limited during weekend JFK closures Private vehicle pick ups and drop offs possible on full extent of JFK Drive during weekdays and winter Saturdays
Transit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer	Weekend (2 p.m.) door to park travel time as follows: District 3: 48 minutes District 10: 68 minutes District 11: 48 minutes Weekend (7 a.m.) door to park travel time as follows: District 3: 48 mins District 10: 61 mins District 11: 46 mins Weekday (2 p.m.) door to park travel time as follows: District 3: 46 mins District 10: 71 mins District 11: 49 mins Off peak headways exceed 15 minutes for the 29, 43, and 44: 29 late night headways: 17 minutes 43 weekend headways: 20 minutes 44 late night headways: 17 minutes	$2.50/one-way trip Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times No up-front costs Free for youth under 18 Discounts available for seniors, people with low-incomes	Bus crowding may make it more difficult for people with physiological challenges or bulky equipment to use service Not all transit stops are accessible (e.g. some lack curb cuts)
Paratransit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Paratransit vehicles can travel large distances	Paratransit booking processes can limit trip flexibility SF Paratransit Taxi Partnership allows for on-demand rides. Paratransit able to access JFK for passenger loading at all times	Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80%	Paratransit able to access JFK for passenger loading at all times
Biking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes biking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain Bikeshare stations adjacent to but not within park Limited secure bike parking within park make it difficult to end trip by bike	Although travel time is consistent at all times of day, biking travel time is lengthy: District 3: 32 mins District 10: 51 mins District 11: 43 mins May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high	Requires bike ownership or access to bike share Unsubsidized bike share costs at least $3.00/trip Bike share discounts are available to people with low incomes and students	Difficult to travel by bike with children or large equipment
Walking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes walking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain	Although travel time is consistent at all times of day, walking travel time is lengthy: District 3: 92 mins District 10: 140 mins District 11: 110 mins May be challenging at night and in the early morning because of limited visibility and fewer people outside		Some people, especially people with disabilities, young children, and the elderly, may be limited in their ability to walk far distance to the park Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln)

Table G-4. No Project, Limited Program Improvements

	SPATIAL Geographic distance	TEMPORAL Time to make a trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
Driving	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Though District 3, District 10, District 11 are far from the Park, cars can travel far distances quickly **Open JFK: Maintains 504 free parking spaces that can be used for parking and loading near many park destinations during weekdays and some Saturdays** **Minor Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations**	Drive time to the park is 20 – 50 minutes on weekends (2 p.m.) Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.) Music concourse garage parking only available from 7 a.m. to 7 p.m. Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day **Reopened free spaces on JFK may not improve availability at busiest times** **Demand Responsive Garage Parking: Improves access to the park by using price to keep parking spaces available at busiest hours**	High cost of car ownership Majority of parking spaces in and around park, including along JFK, are unpriced. These provide affordable options Ride Hail/taxi services can be expensive due to far distance **Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost of parking in the Music Concourse Garage at less busy times of day**	Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs) ADA spaces available but limited during weekend JFK closures (summer Saturdays and all Sundays) **Open JFK: Maintains 478 general and 26 ADA spaces that can be used for parking and loading near destinations** **28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets** **TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading**
Transit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer **Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to parking and transit on Haight Street**	Weekend (2 p.m.) door to park travel time as follows: District 3: 48 minutes District 10: 68 minutes District 11: 48 minutes Weekend (7 a.m.) door to park travel time as follows: District 3: 48 mins District 10: 61 mins District 11: 46 mins Weekday (2 p.m.) door to park travel time as follows: District 3: 46 mins District 10: 71 mins District 11: 49 mins **29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route**	$2.50/one-way trip Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times No up-front costs Free for youth under 18 Discounts available for seniors, people with low-incomes	Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers) Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts) **Expanded In-Park Shuttle Service: New amenities at in-park shuttle stops such as benches and shelters. Shuttle runs Sundays and some Saturdays.**
Paratransit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Paratransit vehicles can travel large distances quickly	Paratransit able to access JFK for passenger loading at all times Paratransit booking processes can limit trip flexibility SF Paratransit Taxi Partnership allows for on demand rides.	Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80%	
Biking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes biking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain Limited secure bike parking within park make it difficult to end trip by bike **New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary**	Although travel time is consistent at all times of day, biking travel time is lengthy: District 3: 32 mins District 10: 51 mins District 11: 43 mins May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high	Requires bike ownership or access to bike share Unsubsidized bike share costs at least $3.00/trip Bike share discounts are available to people with low incomes and students	Difficult to travel by bike with children or large equipment
Walking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes walking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain	Although travel time is consistent at all times of day, walking travel time is lengthy: District 3: 92 mins District 10: 140 mins District 11: 110 mins May be challenging at night and in the early morning because of limited visibility and fewer people outside"		Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln)

Note: Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

Table G-5. Car Free, Program Improvements

	SPATIAL Geographic distance	TEMPORAL Time to make a trips and time trips are made	ECONOMIC Affordability	PHYSIOLOGICAL Barriers for people who have physical or cognitive challenges, tech proficiency
Driving	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Though District 3, District 10, District 11 are far from the Park, cars make it easy to travel far distances **Car Free Streets in GGP: Removes parking spaces and may require parking outside of park, creating safety barriers for accessing the park as major roads surrounding park (Fulton, Lincoln) are known to be high risk to pedestrians** **Major Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations**	Drive time to the park is 20 – 50 minutes on weekends (2 p.m.) Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.) Music concourse garage parking only available from 7 a.m. to 7 p.m. Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day **Car Free Streets in GGP: Decreases access to the park for drivers by reducing the total parking supply all days of the week, increasing the difficulty of and time to find parking during busy periods** **Demand Responsive Garage Pricing: Improves access to the park by using price to keep parking spaces available at peak hours**	High cost of car ownership Majority of parking spaces in and around park are unpriced to provide affordable options Ride Hail/taxi services can be expensive due to far distance **Car Free Streets in GGP: Street closure removes 504 free spaces in the park, which may create financial barriers to accessing the park at different times** **Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost or parking in the Music Concourse Garage at less busy times of day, but with fewer free on-street spaces in the park this may lead to increased parking costs for some** **Garage Subsidy for Low-Income Residents: Improves access to the park by reducing the cost of paid parking in the Music Concourse Garage for park visitors from low-income San Francisco residents**	Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs) **Car Free Streets in GGP: Decreases access to the park as 26 ADA parking spaces which were previously available on weekdays are made unavailable due to JFK closure** **Car Free Streets in GGP: Improves access to the park by allowing all vehicles to use the Music Concourse for passenger loading** **28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets** **TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading** **Garage Drop-Off Area: Improves access to the park by expanding waiting areas, loading areas, and increasing the allowed drop off time to 30 minutes** **Music Concourse White Zones: available for all passenger loading via MLK or through the Music Concourse Garage**
Transit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but closest stop is 0.25 miles from the park itself, traveling directly to the park from District 11 requires 1 transfer **Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to transit parking areas on Haight Street and Stow Lake** **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**	Weekend (2 p.m.) door to park travel time as follows: District 3: 48 minutes District 10: 68 minutes District 11: 48 minutes Weekend (7 a.m.) door to park travel time as follows: District 3: 48 mins District 10: 61 mins District 11: 46 mins Weekday (2 p.m.) door to park travel time as follows: District 3: 46 mins District 10: 71 mins District 11: 49 mins **29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route** **Expanded In-Park Shuttle Service: Improves access to the park by expanding weekend service hours and introducing weekend service** **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days** **Car Free Streets in GGP: 44 O'Shaughnessy would improve efficiency and reliability by eliminating cross traffic in the park**	$2.50/one-way trip Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times No up-front costs Free for youth under 18 Discounts available for seniors, people with low-incomes **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**	Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers) Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts) **29 Sunset Improvement Project: Increases access by reducing crowding on the 29 Sunset**
Paratransit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Paratransit vehicles can travel quickly	Paratransit booking processes can limit trip flexibility SF Paratransit Taxi Partnership allows for on demand rides. Paratransit able to access JFK for passenger loading at all times	Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80%	
Biking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes biking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain Limited secure bike parking within park make it difficult to end trip by bike **New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary**	Although travel time is consistent at all times of day, biking travel time is lengthy: District 3: 32 mins District 10: 51 mins District 11: 43 mins May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high	Requires bike ownership or access to bike share Unsubsidized bike share costs at least $3.00/trip Bike share discounts are available to people with low incomes and students	Difficult to travel by bike with children or large equipment
Walking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes walking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain	Although travel time is consistent at all times of day, walking travel time is lengthy: District 3: 92 mins District 10: 140 mins District 11: 110 mins May be challenging at night and in the early morning because of limited visibility and fewer people outside		Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln)

Note: Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

Table G-6. One Way Vehicle Loop, Program Improvements

	SPATIAL **Geographic distance**	**TEMPORAL** **Time to make a trips and time trips are made**	**ECONOMIC** **Affordability**	**PHYSIOLOGICAL** **Barriers for people who have physical or cognitive challenges, tech proficiency**
Driving	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Though District 3, District 10, District 11 are far from the Park, cars make it easy to travel far distances **Partial Street Closure: Removes parking spaces and may require parking outside of park, creating safety barriers for accessing the park as major roads surrounding park (Fulton, Lincoln) are known to be high risk to pedestrians** **Major Wayfinding Improvements: Improves access to the park through better navigation to parking areas and park destinations**	Drive time to the park is 20 – 50 minutes on weekends (2 p.m.) Drive time to the park is 18 – 45 minutes on a weekday afternoon (2 p.m.) Music concourse garage parking only available from 7 a.m. to 7 p.m. Parking on adjacent streets (outside of park) are free and underused most periods, but can make it hard to find a parking space during the busiest times of the day **Partial Street Closure: Decreases access to the park for drivers by reducing the total parking supply, increasing the difficulty of and time to find parking during busy periods** **Demand Responsive Garage Pricing: Improves access to the park by using price to keep parking spaces available at peak hours**	High cost of car ownership Majority of parking spaces in and around park are unpriced. These provide affordable options. Ride Hail/taxi services can be expensive due to far distance **Partial Street Closure: Street closure removes 504 free spaces in the park, which may create financial barriers to accessing the park at different times** **Demand Responsive Garage Pricing: Impacts access by changing the price of parking. May decrease cost or parking in the Music Concourse Garage at less busy times of day, but with fewer free on-street spaces in the park this may lead to increased parking costs for some** **Garage Subsidy for Low-Income Residents: Improves access to the park by reducing the cost of paid parking in the Music Concourse Garage for park visitors from low-income San Francisco residents**	Few barriers to transporting heavy equipment (e.g. strollers & wheelchairs) **28 New ADA Spaces: Improves access to the park by creating 20 new ADA spaces in the Bandshell lot near the music concourse and 8 on nearby streets** **TDM Program: Improves the overall parking conditions. Improves traveler information and access for events, studies parking to identify opportunities to increase parking and loading** **Partial Street Closure: Worsens access by removing some parking spaces that can be used for loading**
Transit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Travel from District 3 requires 1 transfer; Travel from District 10 is direct on 44; Travel from District 11 is direct on the 43, but requires 0.25 miles of walking, otherwise travel from District 11 requires 1 transfer **Revised In-Park Shuttle Routing: Improves access to the park by supporting first/last mile connections to transit parking areas on Haight Street and Stow Lake** **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**	Weekend (2 p.m.) door to park travel time as follows: District 3: 48 minutes District 10: 68 minutes District 11: 48 minutes Weekend (7 a.m.) door to park travel time as follows: District 3: 48 mins District 10: 61 mins District 11: 46 mins Weekday (2 p.m.) door to park travel time as follows: District 3: 46 mins District 10: 71 mins District 11: 49 mins **29 Sunset Improvement Project: Improves access to the park by increasing service frequency and reducing travel time along 29 Sunset route** **Expanded In-Park Shuttle Service: Improves access to the park by expanding weekend service hours and introducing weekend service** **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**	$2.50/one-way trip Does not require a cell phone to use, although a cell phone can provide valuable information on expected transit departure times No up-front costs Free for youth under 18 Discounts available for seniors, people with low-incomes **Equity Priority Community CBO Shuttle: Shuttle provides free transportation, paired with programming on specific days**	Bus crowding during peak times may limit accessibility for people using mobility devices or people carrying bulky equipment (e.g. strollers) Not all connections between adjacent transit stops and the study area are accessible (e.g. missing curb cuts) **29 Sunset Improvement Project: Increases access by reducing crowding on the 29 Sunset**
Paratransit	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Paratransit vehicles can travel quickly	Paratransit booking processes can limit trip flexibility SF Paratransit Taxi Partnership allows for on demand rides. Paratransit able to access JFK for passenger loading at all times	Cost varies based on type of service and ranges from $2.50 to metered taxi rates that are discounted by 80%	
Biking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes biking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain Limited secure bike parking within park make it difficult to end trip by bike **New Bikeshare Locations: Improves access to the park by providing a direct endpoint for rides within the park boundary**	Although travel time is consistent at all times of day, biking travel time is lengthy: District 3: 32 mins District 10: 51 mins District 11: 43 mins May be challenging at night and in the early morning because of limited visibility, and during the day when traffic volumes are high	Requires bike ownership or access to bike share Unsubsidized bike share costs at least $3.00/trip Bike share discounts are available to people with low incomes and students	Difficult to travel by bike with children or large equipment
Walking	District 3, District 10, District 11 are all >3 miles from Golden Gate Park Far distance makes walking infeasible for most people Avoiding the high injury network from District 3 is not possible, avoiding the high injury network from District 10 requires significant detours across hilly terrain, avoiding the high injury network from District 11 requires significant detours across hilly terrain	Although travel time is consistent at all times of day, walking travel time is lengthy: District 3: 92 mins District 10: 140 mins District 11: 110 mins May be challenging at night and in the early morning because of limited visibility and fewer people outside		Some people with disabilities, young children, the elderly, may be limited in their ability to walk far distance to the park Documented safety challenges crossing perimeter roads to access the park (Fulton, Lincoln)

Note: Items in black are the "pre-COVID conditions", **green items are different under different alternative definitions as stated in the Alternatives Tab**

Table G-7. Comparison

	0. BASELINE (No Project, Pre Covid)			
	SPATIAL Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	+ In the eastern half of GGP there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays – District 3, District 10, District 11 are all over 3 miles away from the park – Some transit requires transfers/does not provide a direct connection to the park – Distance makes travel from focus districts by walking and biking difficult – Walk/bike routes often have gaps and intersect with streets on the high injury network ? On Sundays, Holidays, and some Saturdays, there are up to 504 fewer spaces – Park lacks sufficient clear signage directing drivers to parking and destinations + Muni 43, 44, 29 buses provide transit services to focus districts	– Transit and active trips takes longer than 45 minutes – Some transit service is reduced on weekends – Driving to the park can be faster than a transit trip but travel time is unpredictable; can take up to 50 minutes – Music concourse garage hours are limited to 7 a.m. to 7 p.m. – Parking in and around the park can be difficult at the busiest times of day, especially weekends + Paratransit vehicles can access JFK at all times	– Parking in the music concourse garage is a maximum of $33 per day – Far distances increases average costs of taxi and ride hail services – Sunday street closures remove 504 free spaces, which may create financial barriers at the busiest times, including weekends + Majority of parking spaces in and around park are free + Many options for traveling to the park offer discounts for groups including youth, seniors, and people with low-incomes + Active transportation modes are free or low cost	+ In the study area there are about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays – Documented safety challenges crossing perimeter roads (Fulton, Lincoln) to access the park ? ADA spaces are available on full extent of JFK during weekdays and Saturdays in the fall/winter but are limited on Sundays and Saturdays between April and September + Paratransit vehicles can access JFK at all times + Private vehicle pick up and drop offs are available on full extent of JFK Drive during weekdays and Saturdays between October and March
BASELINE CONDITION	**MANY BARRIERS TO ACCESS**	**MANY BARRIERS TO ACCESS**	**MODERATE BARRIERS TO ACCESS**	**MODERATE BARRIERS TO ACCESS**

1. NO PROJECT Limited Program Improvements — Impacts of Alternatives	**SPATIAL** Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	+ Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays + Minor Wayfinding Improvements make it easier to find parking and destinations + **In-Park shuttle route changes to connect to major destinations and transit** + Revised bikeshare locations provide a direct connection	+ **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel times for District 10, District 11**	? Demand Responsive Garage pricing may decrease or increase costs at certain times of day in Music Concourse Garage based on demand	+ Maintains the about 3,000 free parking spaces (including blue zones) for parking and loading during weekdays and some Saturdays + 28 New ADA Spaces including 20 in a redesigned Bandshell Lot + TDM Program improves access by improving traveler information and access for events. Studies to identify opportunities to increase parking and loading
CHANGE FROM BASELINE	**IMPROVED**	**IMPROVED**	**UNCLEAR**	**IMPROVED**

2. CAR FREE Program Improvements — Impacts of Alternatives	**SPATIAL** Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	− **Street closure removes 504 parking spaces and may require parking on other streets in the park or outside of park, with longer walk and/or safety barriers to access destinations** + Major Wayfinding Improvements make it easier to find parking and destinations + **In-park shuttle route changes to connect to major destinations and transit** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming + New Bikeshare Locations provide a direct connection	− **Street closure may make parking harder to find** + **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel time** + Revised in-park Shuttle services increase frequencies	? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find ? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some + **Parking subsidies for low-income residents maintains affordability of parking** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming	− **Street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading throughout the eastern half of GGP** + 28 New ADA Spaces including 20 in a redesigned Bandshell Lot + **Music Concourse Garage drop-off area changes increase free passenger loading time** + **White zones in the Music Concourse can be used by all vehicles for passenger loading and are accessible via MLK Drive or through the Music Concourse Garage** + TDM Program improves access by improving traveler information and access for events
CHANGE FROM BASELINE	**IMPROVED**	**IMPROVED**	**IMPROVED**	**UNCLEAR**

3. ONE WAY VEHICLE LOOP Program Improvements — Impacts of Alternatives	**SPATIAL** Geographic distance	**TEMPORAL** Time to make trips and time trips are made	**ECONOMIC** Affordability	**PHYSIOLOGICAL** Barriers for people who have physical or cognitive challenges, tech proficiency
ROLLUP	− **Partial street closure removes 504 parking spaces and may require parking outside of park, with longer walk safety barriers to access** + Major Wayfinding Improvements make it easier to find parking and destinations + **In-park shuttle route changes to connect to major destinations and transit** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming + New Bikeshare Locations provide a direct connection	− **Street closure may make parking harder to find** + **Demand Responsive Garage Pricing improves parking availability at busiest times** + **29 Sunset Improvement Project improves travel time for District 10, District 11** + Revised in-park Shuttle services increase frequencies	? Street closure removes 504 free spaces in the park, which may create financial barriers by making free parking harder to find ? Demand Responsive Garage pricing may decrease costs at certain times of day in garage, but with fewer on-street spaces in the park costs may increase for some + **Parking subsidies for low-income residents maintains affordability of parking** + Equity Priority Community CBO Shuttle provides free park transportation, paired with designated programming	− **Partial street closure of JFK removes 26 ADA spaces and 478 general parking spaces that can be used for parking and loading** + 28 New ADA Spaces including 20 in a redesigned Bandshell Lot + TDM Program improves access by improving traveler information and access for events
CHANGE FROM BASELINE	**IMPROVED**	**IMPROVED**	**IMPROVED**	**WORSE**

San Francisco
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Memorandum

AGENDA ITEM 2

DATE: April 26, 2022

TO: Transportation Authority Board

FROM: Joe Castiglione – Deputy Director for Technology, Data, and Analysis

SUBJECT: 04/26/22 Board Meeting: Accept the Golden Gate Park, John F. Kennedy Drive Access Equity Study Report

RECOMMENDATION ☐ Information ☒ Action

Accept the Golden Gate Park (GGP), John F. Kennedy (JFK) Drive Access Equity Study report.

SUMMARY

During the COVID-19 pandemic, the San Francisco Recreation and Park Department (RPD) closed JFK Drive to personal cars full time to allow for socially distanced recreation. In response to Commissioner Shamann Walton's request, Transportation Authority staff collected data and prepared an equity study to understand use of and barriers to access to the Eastern portion of GGP and JFK Drive from Equity Priority Communities (EPCs) in District (D) 3, D10, and D11. The study also included an equity assessment of three alternatives for the future of JFK Drive proposed by the San Francisco Municipal Transportation Agency (SFMTA) and RPD: 1) Restoring vehicle access to JFK Drive; 2) Maintaining the car-free closure of JFK Drive; and 3) Restoring partial vehicle access to JFK Drive. The equity assessment found pre-pandemic access equity to the park was mixed for people traveling from EPCs, and that all JFK alternatives have the potential to reduce transportation barriers. The attached study does not recommend a JFK alternative but provides data and assessments to inform decisions that the Board of Supervisors, RPD and SFMTA may make regarding the final configuration and associated program of improvements for JFK Drive.

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

BACKGROUND

In response to COVID-19, JFK Drive was closed to private vehicles every day of the week to create more spaces for people to safely recreate and maintain social distancing guidelines. This was an expansion from pre-COVID-19 conditions when JFK Drive was closed on Sundays, holidays, and some Saturdays. In early 2021, the Golden Gate Park Stakeholder Working Group was convened to determine shared values and priorities to inform subsequent park access planning and long-term operations. The Stakeholder Working Group developed an Action Framework to aid in the ongoing planning process and identified, among other findings, a need to improve access to GGP for communities of color, especially the city's southeastern neighborhoods (Resolution 21-49, May, 2021).[1]

The Access Equity Study focuses on D3, D10, and D11 as these three districts are home to the EPCs that are furthest from GGP. The purpose of the study is to help decision makers understand the access experiences of D3, D10, and D11 EPCs when visiting the eastern portion of GGP, including JFK Drive, covering: pre-COVID and current car-free conditions; the access barriers that EPC residents perceive or face; and how the current full-time car-free status of JFK Drive has impacted travel to the park. The study also assesses the potential equity impacts of three alternatives for JFK Drive developed by SFMTA and RPD.

DISCUSSION

Outreach. Outreach was conducted in January and February of 2022 and was focused on answering five questions:

1. From EPCs within D3, D10, and D11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?
2. From EPCs within D3, D10, and D11, who is currently using the eastern portion of GGP, including JFK Drive?
3. From EPCs within D3, D10, and D11, for those who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?
4. From EPCs within D3, D10, and D11, how has the closure impacted the desire/ability to visit the eastern portion of GGP, including JFK Drive?
5. From all districts, who is currently using the eastern portion of GGP, including JFK Drive?

[1] SFCTA, Golden Gate Park Stakeholder Working Group and Action Framework, May 2021, https://www.sfcta.org/ggp-stakeholder

Three outreach methods were used to collect data to answer the study questions – a phone/email survey, focus groups, and an intercept survey within the eastern portion of GGP.

Phone and Email Survey: The statistically significant phone/email survey was sent to a random sample of the study's focus district EPCs. This survey was conducted by phone and email in English, Spanish, and Chinese. In total, 310 people responded to the survey across all three districts. In addition, this survey was also distributed as an online survey through Community-Based Organizations (CBOs) within these districts and allowed respondents to opt in to focus groups. However, Transportation Authority staff did not have confidence in the data collected through this supplementary distribution method and results are not included in this report.

Focus Groups: Focus groups gave the project team an opportunity to hear from community members about how the full-time closure of JFK Drive has impacted their ability and desire to use the eastern portion of GGP, as well as transportation barriers for trips to the area. Participants live in zip codes partially or fully within the EPCs of the study's focus districts and used the eastern portion of the park both before and during the COVID-19.

Intercept Survey: The intercept survey was conducted in eastern GGP by surveyors who spoke Cantonese, Tagalog, and English; and paper surveys and digital surveys were available in English, Chinese, and Spanish. Surveys were conducted near main destinations in the area that are close to JFK Drive: JFK Drive itself, the Music Concourse, and the Botanical Gardens.

Study Questions and Findings.

1. From Equity Priority Communities within D3, D10, and D11, who used the eastern portion of GGP, including JFK Drive, before COVID-19?
    - Less than half of the phone/ email survey respondents from each of the three districts were visiting the eastern portion of GGP at least a few times a month before COVID-19.
    - Frequent visitors among survey respondents most often identified as Asian or Pacific Islander and White.
2. From Equity Priority Communities within D3, D10, and D11, who is currently using the eastern portion of GGP, including JFK Drive?
    - The race/ethnicity of phone/email respondents remained relatively unchanged among frequent users of GGP, with frequent visitors identifying most often as Asian Pacific Islander and White.
    - The share of respondents rarely (a few times per year) or never making trips to easter GGP increased in District 10 and District 11, but remained constant in District 3.
3. From Equity Priority Communities within D3, D10, D11, for people who do not use the eastern portion of GGP, including JFK Drive, as much as they would like, why and what are the barriers?

- About half to two-thirds of phone/email respondents want to use the park more often than they currently do. Of these respondents, the most common reported barriers are related to parking availability and cost and the overall trip to eastern GGP taking too long.
- In focus groups, participants expressed that the cost of parking in the Music Concourse Garage is a barrier, transit options are slow, indirect, or unreliable, protected bike lanes would reduce barriers and improve safety for bike trips, and that access barriers for seniors need to be considered.

4. From Equity Priority Communities within D3, 10, 11 how has the closure impacted the desire / ability to visit the eastern portion of GGP, including JFK?
    - About half of respondents stated that they do not visit the eastern portion of GGP; 18% visit less and 31% visit the same amount or more often since JFK Drive became closed to cars full time.
    - Of intercept survey respondents, 10% stated that they visit eastern GGP less often during COVID as a result of the JFK Drive closure.
    - In focus groups, participants expressed that the removal of parking on JFK Drive made travel more difficult because of the loss of ADA parking, passenger loading, and free parking in the area.
5. From all districts, who is currently using the eastern portion of GGP, including JFK Drive?
    - Most intercept survey respondents reported living in zip codes within two miles of eastern GGP, though zip codes from across the city were provided, with about 10% partially or fully within D3, D10, and D11.
    - The race/ethnicity of intercept survey respondents are similar to the city overall, though respondents who identified as White are slightly overrepresented and Asian and/or Pacific Islander and Hispanic and/or Latinx are slightly underrepresented.

Equity Assessment. In 2020, as part of the city's response to the COVID-19 pandemic, the portion of JFK Drive East of Transverse Drive, and other roads in GGP were designated as full-time car-free streets. The SFMTA and RPD developed three potential long-term configurations for JFK Drive (also described in a public survey released last fall), paired with varying levels of supporting transportation programs such as shuttles, parking fees/subsidies, and passenger loading zone areas. Supporting transportation programs for each alternative are shown on page 8 and 35 of the report:

1. Restoring vehicle access to JFK Drive (Open JFK) includes restoring vehicle access on JFK Drive to pre-COVID conditions where the road was car-free every Sunday, on holidays, and on some Saturdays.

2. Maintaining the car-free closure of JFK Drive (Car-Free JFK) includes maintaining the current full-time car-free status. This configuration results in removing about 478 general and 26 ADA parking spaces (504 parking space in total) and allows paratransit service and transit to operate along and across JFK drive.
3. Restoring partial vehicle access to JFK Drive (One-Way Private Vehicle Access) includes a partial reopening to allow private vehicles to travel westbound on JFK Drive with an entrance at 8th Ave. The total amount of parking spaces that would be removed under this alternative is unclear.

The equity rubric "STEPS"[2] was first used to establish baseline understanding of barriers during pre-COVID conditions. Each of the three alternatives for JFK Drive was compared to the baseline to determine if park access would improve or worsen for EPCs from D3, D10, and D11 under each alternative.

Equity Assessment Findings. The equity assessment found that the pre-COVID configuration of JFK Drive resulted in many spatial and temporal travel barriers, and moderate economic, physiologic, and social travel barriers to accessing GGP from EPCs in Districts 3, 10, and 11. As shown on page 44 of the report, all three of the long-term configurations proposed by SFMTA and RPD improve access as compared to pre-COVID conditions. The Car-Free JFK alternative has the most impactful program combinations to offset parking removal, parking costs, ADA parking and loading removal, and improve transit connectivity, and therefore addresses the most travel barriers, as compared to the other proposed alternatives. However, each of the alternatives does present some areas of uncertainty or, in the case of the one-way vehicle access alternative, potential worsening conditions, due to the lack of definition around the location of ADA parking and passenger loading in proximity to destinations in the park, as compared to pre-COVID conditions; see Figure 1, below.

[2] Travel Behavior: Shared Mobility and Transportation Equity, U.S. Department of Transportation Federal Highway Administration, 2018, https://www.fhwa.dot.gov/policy/otps/shared_use_mobility_equity_final.pdf

Figure 1 Summary of Equity Assessment Alternatives

	SPATIAL	TEMPORAL	ECONOMIC	PHYSIOLOGICAL
Baseline (pre-covid)	many barriers to access	many barriers to access	moderate barriers to access	moderate barriers to access
No Closure	+	+	?	+
Full JFK Closure	+	+	+	?
One-Way Vehicle Access	+	+	+	−

FINANCIAL IMPACT

The recommended action would have no impact on the adopted Fiscal Year 2021/22 budget.

CAC POSITION

The CAC will be briefed on this item at the April 27 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Golden Gate Park, John F. Kennedy Drive Access Equity Study Report
- Attachment 2 – Golden Gate Park, John F. Kennedy Drive Access Equity Study Appendix

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San Francisco
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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 12, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Stefani (excused) and Safai (entered during Item 7) (2)

2. [Final Approval on First Appearance] Approve the Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) – ACTION

Angela Tsao, Acting Clerk, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Stefani (excused) and Safai (2)

3. Community Advisory Committee Report – INFORMATION

John Larson, Community Advisory Committee (CAC) Chair, presented the report on the virtual meeting held on March 23. He noted that the CAC recommended both the 2022 Prop AA Strategic Plan/5-Year Prioritization Programs and Prop K Allocations on the April 12 Board meeting agenda for approval, with CAC discussion concentrated on the Prop K bicycle facilities maintenance request for $400,000 and whether there were any alternatives to the plastic lane delineators that seemed vulnerable to frequent auto damage. He reported that San Francisco Municipal Transportation Agency (SFMTA) staff responded that the current delineators were preferable due to their ease of installation and inexpensive cost compared to concrete buffers, and SFMTA staff clarified that all bike lanes were eligible for maintenance improvements, not just green carpet lanes.

CAC Chair Larson also discussed informational presentations given to the CAC on the topics of SFMTA Subway Renewal and the Transportation Authority's public engagement methodology. He said CAC members asked about whether the subway renewal work entailed any expansion or just improving state of good repair, such as for the train control system. He said that SFMTA Director of Transit Julie Kirschbaum answered that the Core Capacity Study did include some funds to make technical

improvements but no longer included the extension of the M line beyond West Portal. He continued to say that Ms. Kirschbaum clarified that the plan for the new train control system was to set it up to receive automatic software updates and that life cycle management of the system would be improved by anticipating maintenance benchmarks at the beginning of the asset replacement.

CAC Chair Larson also commented that CAC members had questions for Director of Communications Eric Young relating to the maintenance and updates of contact information for community groups, and regarding the means to solicit input on new community representatives and stakeholders that could provide the Transportation Authority with insights relevant to the particular effort being undertaken. In response to CAC questions about forming focus groups, Chair Larson said that staff explained the factors involved were dependent on the project, and may include considerations such as language spoken, ethnic background, residential location, work location, and commute habits. Chair Larson noted that one CAC member said that broad based input should always include consideration of families with children, along with teenage children, as important communities that are frequently overlooked and that cross ethnic and language lines. Lastly, Chair Larson said the CAC also suggested that outreach plans for large projects be presented to the CAC ahead of time for their review and input.

There was no public comment.

4. Approve the Minutes of the March 22, 2022 Meeting – ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Stefani (excused) and Safai (2)

Consent Agenda

5. [FINAL APPROVAL] Release $1,200,000 of Prop K Funds Held on Reserve for the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report – **ACTION**

6. [FINAL APPROVAL] Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by $1.7 Million, Decrease Expenditures by $13.3 Million and Decrease Other Financing Sources by $50.0 Million for a Total Net Decrease in Fund Balance of $34.7 Million – **ACTION**

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, and Walton (9)

Absent: Commissioners Stefani (excused) and Safai (2)

End of Consent Agenda

7. Appoint One Member to the Community Advisory Committee – ACTION

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Melgar said she would like to nominate John Larson and thanked him for his service and for very competently chairing the CAC, voicing the concerns of residents in District 7.

John Larson, incumbent and District 7 applicant, spoke to his interests and qualifications in seeking reappointment to the Community Advisory Committee (CAC).

There was no public comment.

Commissioner Melgar made a motion to appoint John Larson to the CAC, seconded by Vice Chair Peskin.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

8. Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs – ACTION

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

Commissioner Preston thanked Mr. Pickford and staff for their work on the Japantown Buchanan Mall Improvements project. He recognized the leadership of Assemblymember Phil Ting in helping District 5 receive significant funds for improvements nearby in Japantown, in addition to the Prop AA funds. He also noted the importance of funding improvements for Fillmore Street, including repair of sidewalks that had been a tripping hazard to people and were neglected for a long time, which was being addressed with San Francisco Public Works on a site-by-site basis.

There was no public comment.

Commissioner Preston moved to approve the item, seconded by Mandelman.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

9. Allocate $645,108 and Appropriate $557,156 in Prop K Funds, with Conditions, for Two Requests – ACTION

Andrew Heidel, Principal Transportation Planner, and Anna LaForte, Deputy Director for Policy & Programming, presented the item per the staff memorandum.

Commissioner Melgar thanked staff and Director Tilly Chang for supporting the request to further evaluate connecting the westside by subway, particularly by BART. She said her district was developing thousands of units of new housing in Stonestown with possible underground parking and significant student housing expansion at San Francisco State, so connectivity both regionally and throughout the rest of the San Francisco transportation network would support the changes in the westside. She appreciated the vision and foresight on it and thinking about the future of the city with sustainability and public transportation connected to everything being developed. Commissioner Melgar said she had had the developers to consider designing he underground parking in such a way that it could have an opening to a subway some day. Commissioner Melgar said that the vision was for Districts 7, 4, and 1 to have subway access to downtown, and she observed that the conversations being had today about access to Golden Gate Park would be so different if there were subway access. She also requested more green carpet lanes throughout the city to make it safer for bicyclists to get around.

Commissioner Mar expressed support for the Geary/19th Avenue Subway Strategic Case, seeing the long process of bringing BART to the westside take its first formal step forward. He said that Commissioner Melgar's office had worked closely with both his office and Commissioner Chan's office on determining priorities, and he thanked Commissioner Melgar for her leadership and partnership. He continued that the westside was constantly discussing the lack of north-south transit options, and filling the gap with efficient, effective, accessible, and affordable transits service would be a transformation not only for their neighborhoods but also for the entire city and the region. Commissioner Mar said that as Central Subway project was approaching completion, there was a need to seriously plan where the subway system should go and grow next. He said the strategic case study was the right first step and he was looking forward to see what the Strategic Case produces.

Commissioner Chan thanked Commissioner Melgar for initiating the study. She expressed concerns for the outer and central Richmond, in being able to help residents get out of their cars, and that controversial issues like the Great Highway didn't have to be controversial if there was efficient public transit in the north-south direction, citing a statistic of 64% of drivers through the Great Highway being Richmond residents. She continued that in thinking about the study and the possible alignment options and subway locations, it was still missing parts for outer and central Richmond. She said was looking forward to consideration in the study of how to efficiently transport outer and central Richmond residents in the north-south direction, especially with Golden Gate Park as a physical barrier, for north-south travel.

Chair Mandelman said he shared the enthusiasm of his westside colleagues for the planning and thinking about the transportation future for the westside to downtown. He reflected on people like Jane Morrison, who advocated for decades for the downtown extension of high speed rail and was unable to see it come to fruition in their lifetime, and hoped that current folks would be able to the subway extension in their lifetimes. He spoke of the future second transbay tube to connect the city to the East Bay and up to Sacramento. He said transportation infrastructure was necessary in supporting population density.

During public comment, Patricia Arack, expressed concern over the extent to which the city was using Prop K funds for bicycle riders and suggested, as a more effective

way to reduce greenhouse gases, directing funding to charging stations for electric vehicles and providing a financial incentive for drivers to switch to electric vehicles, as called for in the city's Climate Action Plan.

After public comment, Commissioner Melgar moved to approve the item, seconded by Commissioner Mar.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

Other Items

10. Introduction of New Items – INFORMATION

There were no new items introduced.

11. Public Comment

There was no general public comment.

12. Adjournment

The meeting was adjourned at 10:45 a.m.

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San Francisco
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BD041222 RESOLUTION NO. 22-44

RESOLUTION APPOINTING JOHN LARSON TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's term expiration; and

WHEREAS, At its April 12, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing John Larson to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints John Larson to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

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 7

DATE: April 8, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 04/12/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

RECOMMENDATION ☐ **Information** ☒ **Action** Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments. **SUMMARY** There are two open seats on the 11-member CAC, with one requiring Board action at this time. The vacancies are a result of the term expiration of John Larson (District 7 representative), and the resignation of Sophia Tupuola (District 10 representative) due a need to spend more time tending to family and other commitments. The District 10 office is currently recruiting and evaluating potential candidates. We will agendize an item to fill the District 10 vacancy at a future meeting. There are currently 16 applicants to consider for the open seat (Attachment 2).	☐ Fund Allocation ☐ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☒ Other: CAC Appointment

BACKGROUND

The Transportation Authority has an 11-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

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DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

> "…shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Board.

FINANCIAL IMPACT

The requested action would not have an impact on the proposed amended Fiscal Year 2021/22 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Matrix of CAC Members
- Attachment 2 – Matrix of CAC Applicants
- Enclosure 1 – CAC Applications

Attachment 1 (Updated 03.23.22)
*

COMMUNITY ADVISORY COMMITTEE MEMBERS

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation	First Appointed	Term Expiration
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 2014	Mar 2022
Nancy Buffum	F	C	4	Sunset	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2020	Sept 2022
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Seniors	Sept 2018	Sept 2022
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2018	Sept 2022
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2022
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Seniors	Mar 2019	Mar 2023
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 2008	Feb 2024

*A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information)

Attachment 2 (Updated 03.23.22)

COMMUNITY ADVISORY COMMITTEE APPLICANTS [1]

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1	Sauod Alzahrani	M	ME	6	N/A	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior, and Social and Racial Injustice
2	Christine Auwarter*	F	C	5	Western Addition / Inner Richmond	Disabled, Environment, Social and Racial Injustice, Neighborhood, Public Policy
3	Tre Ely	M	AA	6	SOMA	Business, Environment, Homelessness, Public Policy, Social and Racial Injustice
4	Lun Esex*	M	NP	5	Haight-Ashbury	Business, Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior
5	Matthew Gerson*	M	C	5	Lower Haight	Environment, Social and Racial Injustice, Neighborhood, Public Policy
6	Genna Gores	F	C	5	NOPA	Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy
7	Kay Hones*	F	C	5	Mission	Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior, Youth
8	Sarah Katz-Hyman*	F	C	5	Alamo Square	Environment, Social and Racial Injustice, Neighborhood
9	John Larson	M	C	7	Miraloma Park	Environment; Social and Racial Justice; Neighborhood; Public Policy
10	Kimra McPherson*	F	C	5	Inner Sunset	Neighborhood
12	Evan Oravec*	M	NP	5	Haight- Ashbury	Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior
13	Peter Sengh*	M	A	6	East Cut	Business, Environment, Neighborhood, Public Policy, Senior
14	Ronaldo Smith*	M	C	6	SOMA	Environment, Neighborhood
15	Prodan Statev	M	C	6	East Cut	Business, Labor, Neighborhood, Public Policy
16	Tony Wessling	M	C	3	North Beach/Russian Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior

*Applicant has not appeared before the Board | A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian H/L – Hispanic or Latino | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information) | ME – Middle Eastern

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San Francisco
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BD041222 RESOLUTION NO. 22-45

RESOLUTION APPROVING THE 2022 PROP AA STRATEGIC PLAN AND 5-YEAR PRIORITIZATION PROGRAMS (5YPPS) AND AMENDING THE PROP K BUS RAPID TRANSIT/TRANSIT PREFERENTIAL STREETS/MUNI METRO NETWORK AND TRANSIT ENHANCEMENTS 5YPPS

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (Transportation Authority) to collect an additional $10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority adopted the 2017 Prop AA Strategic Plan and 5YPPs, which included programming of $20.8 million in Prop AA funds to 12 projects in the first five years (i.e., Fiscal Years 2017/18 to 2021/22) and a set of policies for administering the program; and

WHEREAS, In October 2021, through Resolution 22-13, the Transportation Authority approved the 2022 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see enclosure) to guide development of the 2022 Strategic Plan and the 2022 5YPPs, which will cover Fiscal Years 2022/23 to 2026/27; and

WHEREAS, In November, 2021, the Transportation Authority issued a competitive call for projects and by the January 18, 2022 deadline received 16 applications from 4 agencies requesting approximately $31.5 million in Prop AA funds compared to the $23,489,965 available (Attachment 1); and

San Francisco
County Transportation
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WHEREAS, Staff evaluated the projects using the Board-adopted screening and prioritization criteria; and

WHEREAS, As summarized in Attachment 2, the staff recommendation is to program $23,489,965 in Prop AA funds and $1 million in Prop K funds to fully fund ten projects and partially fund five projects; and

WHEREAS, The staff recommendation to program $1 million in Prop K funds to the San Francisco Municipal Transportation Agency's (SFMTA's) M Ocean View Transit Reliability and Mobility Improvements project, requires an amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs to reprogram a total of $1 million in Prop K funds to this project as shown in Attachment 3; and

WHEREAS, Additional detail on scope, schedule, cost, funding, cash flow reimbursement schedules and special conditions are included in the Project Information Forms (see Enclosure); and

WHEREAS, At its March 23, 2022 meeting, the Community Advisory Committee was briefed on the proposed 2022 Prop AA Strategic Plan and 5YPPs and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the enclosed 2022 Prop AA Strategic Plan and 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs, as detailed in Attachment 3.

Attachments:

1. Summary of Applications Received
2. Programming Recommendations
3. Prop K 5YPP Amendments

Enclosure: Draft 2022 Prop AA Strategic Plan

Attachment 1.
2022 Prop AA Strategic Plan
Summary of Applications Received

Street Repair and Reconstruction Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
1	SFPW	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is mid 40's. Construction planned for Spring 2023 through Fall 2024.	10	Construction	$3,900,000	$2,882,492	FY 2022/23
2	SFPW	8th St, Clay St and Levenworth St Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Spring 2024 through Fall 2025.	3, 6	Construction	$3,850,000	$2,360,572	FY 2023/24
3	SFPW	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	The project scope includes demolition, grinding and paving of 44 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is low 60's. Construction planned for Spring 2025 through Fall 2026.	7, 11	Construction	$4,840,000	$2,360,572	FY 2024/25
4	SFPW	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	The project scope includes demolition, grinding and paving of 38 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Winter 2026 through Summer 2027.	3, 6	Construction	$4,180,000	$2,360,572	FY 2025/26
5	SFPW	Fillmore St Pavement Renovation	The project scope includes demolition, grinding and paving of 46 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is high 50's. Construction planned for Spring 2027 to early 2029. This project is being coordinated with the 22 Fillmore Muni Forward project, which is currently in the planning phase.	2, 5, 8	Construction	$5,060,000	$2,360,572	FY 2026/27
					Street Repair and Reconstruction Category Subtotal	**$ 21,830,000**	**$ 12,324,780**	

Attachment 1.
2022 Prop AA Strategic Plan
Summary of Applications Received

Pedestrian Safety Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
6	SFPW	Innes Avenue Sidewalk Improvements	Pedestrian safety and accessibility improvements along Innes Avenue, between Aurelious Walker and Donahue Street. Improvements include 6 ADA compliant curb ramps, 400 feet of new rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. Design is planned for Summer 2022 through Summer 2023 and construction Fall 2023 through Fall 2024.	10	Design, Construction	$956,100	$851,000	FY 2022/23 FY 2023/24
7	SFPW	Japantown Buchanan Mall Improvements	This project will implement improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan Street, between Post and Sutter streets in the cultural heart of Japantown. Improvements include repaving the uneven walkways, new curb ramps, new trees, landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting. Project has received a $5 million state grant from the California Natural Resources Agency. Design is planned for early 2023 through early 2024 and construction Spring 2024 through Spring 2025.	5	Design, Construction	$7,700,000	$1,350,000	FY 2022/23 FY 2023/24
8	SFPW	Oakdale Lighting Improvements Project Phase 1	Installation of approximately 50 new pedestrian-scale street lights on Oakdale, between 3rd and Phelps streets to improve pedestrian safety and comfort along this important thoroughfare. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (CBTP). Design is planned for early 2023 through Fall 2023 and construction would take place Summer 2024 through early 2025.	10	Design, Construction	$1,974,000	$1,974,000	FY 2022/23 FY 2023/24
9	SFMTA	Central Embarcadero Safety Project	This project will expand a two-way, water-side protected bikeway from Folsom to Bryant streets and construct additional multi-modal safety and signal upgrades for The Embarcadero corridor between Broadway and Bryant Street. Pedestrian safety benefits include reducing conflicts with other modes and shortening crossing distances. Construction would begin in early 2024 and be completed in early 2025.	3	Construction	$8,600,000	$1,000,000	FY 2023/24

Attachment 1.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
10	SFMTA	Howard Streetscape Pedestrian Safety Project	Pedestrian and bicycle safety improvements targeted to areas with most vulnerable residents, including seniors and children. Project is intended to: reduce vehicle lanes from three to two to shorten crossing distances and minimize conflicts with other modes; replace the existing bicycle lane with a two-way protected bikeway; additional pedestrian and bicycle safety infrastructure including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases; and, new energy-efficient pedestrian-scale lighting. Construction would begin in Spring 2024 and be complete in Spring 2026.	6	Construction	$47,941,000	$1,000,000	FY 2024/25
11	SFMTA	Southern Embarcadero Safety Project	This project includes traffic, parking, and signal and utility upgrades to extend the waterside two-way protected bikeway from Bryant to Townsend streets along The Embarcadero. Potential project elements include new traffic signals, shorter pedestrian crossings with ADA curb ramp upgrades, additional on-street vehicle loading zones, northbound left-turn restrictions (at Townsend and Brannan streets), and revised median and promenade curblines. The project is being coordinated with adjacent development projects at Piers 30/32 and 38/40, and the SF Port's Waterfront Resiliency Program.	3	Construction	$5,000,000	$1,000,000	FY 2025/26
12	SFMTA	Bayview Community Multimodal Corridor	The Bayview Community Multimodal Corridor safety project implements one of the high priority recommendations from the Bayview CBTP. This project will improve pedestrian crossings on 3rd Street (locations anticipated to be at Revere, Thomas, and McKinnon avenues) and restrict left turns at those locations to discourage traffic into the neighborhood. The project also includes improve a north-south route that is parallel to 3rd Street to serve people walking and biking by slowing traffic with speed humps and raised intersections at three raised intersections adjacent to KC Jones and Youngblood-Coleman Playgrounds. Construction is expected to begin in early 2026 and be complete by the end of 2027. SFMTA is also expecting to separately use programmed Prop K funds to implement bulbouts at five intersections along this route, which are currently being designed.	10	Construction	$19,290,990	$1,000,000	FY 2026/27
					Pedestrian Safety Category Subtotal	**$91,462,090**	**$ 8,175,000**	

Attachment 1.
2022 Prop AA Strategic Plan
Summary of Applications Received

Transit Reliability and Mobility Improvements Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
13	TJPA	Salesforce Transit Center Wayfinding Phase 1	Requested funds will upgrade the Salesforce Transit Center's wayfinding system. This funding would improve commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the Center's rooftop park. Prop AA funds would fund installation of 10 interactive kiosks, supplementing an earlier phase of wayfinding improvements. This project was recommended by TJPA's 2019 Wayfinding Gap Analysis and is consistent with recommendations of the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force. Construction will start in Fall 2022 and be complete by the end of 2022.	6	Construction	$1,361,700	$300,000	FY 2022/23
14	SFMTA	M Oceanview Transit Reliability and Mobility Improvements	Transit reliability, travel time and pedestrian safety improvements through implemention of various transit prioritiy enhancements along the M line corridor from the intersection of Junipero Serra Boulevard and 19th Avenue to the Balboa Park Station. Scope will include traffic signals, transit stop placement optimization, pedestrian improvements (e.g. extended passenger boarding islands), and other improvements. Project is fully funded for construction with a $20 million state grant from the Transit and Intercity Rail Capital Program. Design is planned for Summer 2023 through Spring 2025, with construction planned for Fall 2025 to Summer 2027.	7, 11	Design	$26,675,258	$2,000,000	FY 2022/23
15	SFMTA	29 Sunset Transit Reliability and Mobility Improvements	Transit reliability, transit travel time and pedestrian safety improvements from the intersection of Lincon an Bowley in the Richmond district to the intersection of 19th and Holloway avenues. Scope will include transit-only lanes, transit priority signals, transit stop placement optimization and pedestrian improvements. Design is planned for Summer 2022 through Spring 2025 and construction is planned for Spring 2026 through Winter 2028.	1, 2, 4, 7	Design, Construction	$22,595,696	$3,000,000	FY 2023/24, FY 2025/26

Attachment 1.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
16	BART	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Modernize and renovate two elevators (one street level and one platform level) at the Powell Street Station and one elevator (platform level) at the Civic Center Station. All three elevators are shared for use between BART and Muni. Project benefits include improved accessibility, improved customer experience, and increased reliability. Construction is planned for Fall 2025 through Fall 2027.	3, 6	Construction	$16,087,500	$5,741,270	FY 2024/25
					Transit Reliability and Mobility Improvements Category Subtotal	**$66,720,154**	**$ 11,041,270**	

	Total Project Cost	Total Prop AA Requested
TOTAL	**$ 180,012,244**	**$ 31,541,050**

[1] Projects are not listed in priority order. Projects are sorted by category, then fiscal year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

[2] Sponsor abbreviations include San Francisco Bay Area Rapid Transit (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

Attachment 2.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Street Repair and Reconstruction Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
7.8	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	$3,900,000	$2,882,492	$2,882,492	**Recommend amount requested.**
7.7	Fillmore St Pavement Renovation	SFPW	Construction	$5,060,000	$2,360,572	$2,360,572	**Recommend amount requested.**
6.1	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction	$4,840,000	$2,360,572	$2,360,572	**Recommend amount requested.**
6.1	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction	$4,180,000	$2,360,572	$1,860,572	**Recommend $500,000 less than requested** to allow us to partially fund Japantown Buchanan Mall Improvements. Recommendation is supported by SFPW. SFPW will identify other funds to fully fund this project.
6.0	8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction	$3,850,000	$2,360,572	$2,360,572	**Recommend amount requested.**
			Subtotal	**$21,830,000**	**$12,324,780**	**$11,824,780**	
				Street Repair and Reconstruction Category Target Programming Amount		**$12,324,780**	

Attachment 2.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Pedestrian Safety Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15.3	Howard Streetscape Pedestrian Safety Project	SFMTA	Construction	$47,941,000	$1,000,000	$1,000,000	**Recommend amount requested.**
13.1	Central Embarcadero Safety Project	SFMTA	Construction	$8,600,000	$1,000,000	$1,000,000	**Recommend amount requested.**
12.0	Bayview Community Multimodal Corridor Project	SFMTA	Construction	$19,290,990	$1,000,000	$598,915	**Recommend partial funding**. Although this is higher scoring than other projects, since funds are not needed until FY 26/27, we are recommending partial funding to fund projects that are ready to advance sooner. This project is expected to be very competitive for state and federal funding sources, such as the state Active Transportation Program. This project could also compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update.
11.7	Innes Avenue Sidewalk Improvements	SFPW	Design, Construction	$1,248,900	$851,000	$851,000	**Recommend amount requested.**
11.5	Oakdale Lighting Improvements Project Phase 1	SFPW	Design, Construction	$1,974,000	$1,974,000	$1,974,000	**Recommend amount requested.** This project scored lower than other projects, however, Prop AA is one of the few funding sources available for stand alone pedestrian-scale lighting projects. The project is ready to proceed once funds are available.
10.5	Japantown Buchanan Mall Improvements	SFPW	Design, Construction	$7,700,000	$1,350,000	$500,000	**Recommend partial funding** for pedestrian safety elements, including pedestrian-scale lighting, curb ramps, and sidewalk improvements. SFPW supports using $500,000 from the Street Repair and Reconstruction category to make funds available for this project since paving has other funding options while there are limited funding opportunities for improvements to the Japantown Mall.

Attachment 2.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
10.5	Southern Embarcadero Safety Project	SFMTA	Construction	$5,000,000	$1,000,000	$0	**Not recommended for Prop AA funds** at this time. This project demonstrated lower readiness than other projects. This project could compete for future Prop AA funds available through a mid-cycle call for projects, the next Strategic Plan update or other funds sources since funds are not needed until FY 2025/26..
			Subtotal	**$ 91,754,890**	**$8,175,000**	**$5,923,915**	
			Pedestrian Safety Category Target Programming Amount			**$5,423,915**	

Attachment 2.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Transit Reliability and Mobility Improvements Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
13.2	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction	$16,087,500	$5,741,270	$3,441,270	**Recommend partial funding** to support a greater geographic spread of Prop AA projects. BART has agreed to request $1,290,000 in programmed Prop K funds for this scope to supplement Prop AA. Prop AA funds shall be considered as counting evenly towards BART and SFMTA's fifty-fifty share of the overall project cost. **Special Condition**: Prior to allocation of Prop AA funds, BART and SFMTA shall confirm that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule.
13.1	M Oceanview Transit Reliability and Mobility Improvements	SFMTA	Design	$26,675,258	$2,000,000	$1,000,000	**Recommend fully funding with a combination of $1 million in Prop AA funds and $1 million in Prop K funds** in order to fund a wider geographic spread of Prop AA projects. The recommendation includes concurrent amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5-Year Prioritization Programs to reprogram funds from Neighborhood Transportation Improvement Program (NTIP) placeholders to this project. With this amendment, we continue to have enough NTIP funds programmed to fulfill the commitments to each district. Recommended funds leverage a $20 million state grant for construction.

Attachment 2.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
12.6	29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design, Construction	$22,595,696	$3,000,000	$1,000,000	**Recommend full funding for the design phase**. We are not recommending funding for construction at this time due to the need to strengthen the funding plan, which contains a large proportion of to be determined sources. We expect this project will be very competitive for federal and state grants.
9.4	Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	$1,361,700	$300,000	$300,000	**Recommend amount requested.**
			Subtotal	**$66,720,154**	**$11,041,270**	**$5,741,270**	
				Transit Reliability and Mobility Improvements Category Target Programming Amount		**$5,741,270**	

	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming
TOTAL	**$ 180,305,044**	**$ 31,541,050**	**$ 23,489,965**
		TOTAL Available	**$23,489,965**

[1] Projects are sorted by evaluation score from highest ranked to lowest. Total possible score varies by category.

[2] Sponsor abbreviations include San Francisco Bay Area Rapid Transit District (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Programming and Allocations to Date
Pending April 26, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						$0
Any Eligible	Neighborhood Transportation Improvement Program (NTIP) [2]	PS&E, CON	Pending			$0			$0
SFMTA	Muni Forward M Oceanview Transit Reliability and Mobility Improvements [2]	PS&E	Pending				$300,000		$300,000
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						$0
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON	Programmed			$0			$0
SFMTA	Muni Forward Placeholder [1]	Any	Programmed			$3,184,360			$3,184,360
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	PS&E	Programmed			$1,000,000			$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build [1]	CON	Programmed			$675,000			$675,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	CON	Programmed				$8,325,000		$8,325,000
SFMTA	5 Fulton Transit Improvements [1]	CON	Programmed			$1,950,000			$1,950,000
SFMTA	14 Downtown Mission Transit Improvements [1]	CON	Programmed			$12,554,233			$12,554,233
SFMTA	30 Stockton Transit Improvements [1]	CON	Programmed			$2,495,767			$2,495,767
			Total Programmed in 2019 5YPP	$0	$0	$21,859,360	$8,625,000	$0	$30,484,360
			Total Allocated and Pending	$0	$0	$0	$300,000	$0	$300,000
			Total Unallocated	$0	$0	$21,859,360	$8,325,000	$0	$30,184,360
			Total Programmed in 2021 Strategic Plan	$0	$0	$22,159,360	$8,325,000	$0	$30,484,360
			Deobligated Funds			$0	$0	$0	$0
			Cumulative Remaining Programming Capacity	$0	$0	$300,000	$0	$0	$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram $20,091,311 in FY2019/20 Geary Boulevard Improvement Project (Geary BRT Phase 2) funds to other Muni Forward projects in FY2021/22 and to update the phases and cash flow for the $10M that will remain programmed to the Geary project to reflect the updated project cost and schedule.

Add $3,184,360 for MuniForward - Placeholder in FY2021/22

Add $1,950,000 for 5 Fulton Transit Improvements construction in FY2021/22.

Add $12,554,233 for 14 Downtown Mission Transit Improvements construction in FY2021/22.

Add $2,495,767 for 30 Stockton Transit Improvements construction in FY2021/22.

Reduce Geary Boulevard Improvement Project (Geary BRT Phase 2) by $20,091,311, leaving $1M programmed for design and $675,000 programmed for Quick Build construction in FY2021/22, and $8,325,000 programmed for full project construction in FY2022/23.

Reprogram $93,049 in deobligated funds from projects completed under budget to Muni Forward projects in FY2021/22

[2] Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project (Resolution 22-xx 4/26/2022)

NTIP Placeholder (carryover): Reduce from $300,000 to $0 in FY2021/22.

Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with $300,000 in FY2022/23 with 100% cash flow in FY2022/23.

Attachment 3.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Cash Flow (Maximum Annual Reimbursement)
Pending April 26, 2022 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	$0	$0	$0					$0
Neighborhood Transportation Improvement Program (NTIP) [2]	PS&E, CON			$0					$0
Muni Forward M Oceanview Transit Reliability and Mobility Improvements [2]	PS&E				$300,000				$300,000
Transit Rapid Network - Bus Rapid Transit									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E			$0	$0				$0
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				$0				$0
Muni Forward Placeholder [1]	Any				$1,592,180	$1,592,180			$3,184,360
Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	PS&E			$0	$500,000	$500,000			$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build [1]	CON				$675,000	$0	$0	$0	$675,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	CON					$880,000	$5,300,000	$2,145,000	$8,325,000
5 Fulton Transit Improvements [1]	CON					$1,950,000			$1,950,000
14 Downtown Mission Transit Improvements [1]	CON				$5,485,000	$5,485,000	$1,584,233		$12,554,233
30 Stockton Transit Improvements [1]	CON			$800,000	$1,695,767				$2,495,767
Cash Flow Programmed in 2019 5YPP		$0	$0	$800,000	$10,247,947	$10,407,180	$6,884,233	$2,145,000	$30,484,360
Total Cash Flow Allocated and Pending		$0	$0	$0	$300,000	$0	$0	$0	$300,000
Total Cash Flow Unallocated		$0	$0	$800,000	$9,947,947	$10,407,180	$6,884,233	$2,145,000	$30,184,360
Total Cash Flow in 2021 Strategic Plan		$0	$0	$1,100,000	$9,947,947	$10,407,180	$6,884,233	$2,145,000	$30,484,360
Deobligated Funds		$0	$0	$0	$0	$0	$0	$0	$0
Cumulative Remaining Cash Flow Capacity		$0	$0	$300,000	$0	$0	$0	$0	$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transit Enhancements - (EPs 10-16)
Programming and Allocations to Date
Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder [3, 9]	Any	Programmed			$300,000			$300,000
SFMTA	M Oceanview Transit Reliability and Mobility Improvements [9]	PS&E	Pending				$700,000		$700,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [4]	CON	Programmed			$0			$0
TBD	Transit Enhancements - Placeholder [4]	CON	Programmed			$2,750,000			$2,750,000
BART	Market St. / Balboa Park New Elevator Master Plan [5]	PLAN/ CER	Programmed						$0
BART	Elevator Renovation Program [5]	PS&E	Programmed			$500,000			$500,000
SFMTA	Muni Subway Expansion (19th Ave M-line) [1, 6]	PLAN/ CER	Programmed						$0
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6, 7]	PLAN/ CER	Planned			$514,232			$514,232
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6]	PLAN/ CER	Planned				$2,027,710		$2,027,710
SFMTA	Muni Subway Expansion Project Development [1, 7]	PLAN/ CER	Allocated	$965,948					$965,948
SFMTA, SFCTA	Muni Metro Core Capacity Study [7]	PLAN/ CER	Pending (Prior)			$1,150,000			$1,150,000
SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case [8]	PLAN/ CER	Pending (Prior)			$801,716			$801,716
			Total Programmed in 2019 5YPP	$965,948	$0	$6,015,948	$2,727,710	$0	$9,709,606
			Total Allocated and Pending	$965,948	$0	$1,951,716	$700,000	$0	$3,617,664
			Total Unallocated	$0	$0	$4,064,232	$2,027,710	$0	$6,091,942
			Total Programmed in 2021 Strategic Plan	$965,948	$0	$5,750,000	$2,027,710	$0	$8,743,658
			Deobligated Funds			$965,948	$0	$0	$965,948
			Cumulative Remaining Programming Capacity	$0	$0	$700,000	$0	$0	$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Attachment 3.

FOOTNOTES:

[1] Strategic Plan and 5YPP amendments to accommodate allocation of $965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).
Muni Subway Expansion (19th Ave M-line): Reduced by $965,948 in FY2020/21 planning funds from $2,744,300 to $1,778,352
Muni Subway Expansion Project Development: Added project with $965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.

[2] Strategic Plan and 5YPP amendments to the Purchase Additional Light Rail Vehicles category (EP-15) to accommodate allocation of $96,661 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).

Light Rail Vehicle Procurement: Advance $96,661 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will be complete in FY2021/22.

[3] 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution 22-020 12/7/2021).

[4] 5YPP amendment to reprogram $2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.

[5] 5YPP amendment to reprogram $500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22

[6] 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
Muni Subway Expansion Project Development: Reduce $1,778,352 to $0 in FY2020/21
Reprogram $1,749,358 in deobligated funds from Geneva Harney BRT environmental phase
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with $1,500,000 in FY2021/22 and $2,027,710 in FY2022/23 planning funds.

[7] 5YPP amendment to accommodate funding for Muni Metro Core Capacity Study (Resolution 22-040 3/22/2022)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $184,052 from $1,500,000 to $1,315,948.
Cumulative Remaining Programming Capacity: Reduced from $965,948 to $0; these funds were deobligated from Muni Subway Expansion Project Development.consistent w
Muni Metro Core Capacity Study: Add project with $1,150,000 in FY2021/22.

[8] 5YPP amendment to accommodate Geary/19th Ave Subway Strategic Case (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $801,716 from $1,315,948 to $514,232.
Geary/19th Ave Subway Strategic Case: Added project with $801,716 in FY2021/22.

[9] Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project
NTIP Placeholder (carryover): Reduce from $1,000,000 to $300,000 in FY2021/22.
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with $700,000 in FY2023/24.

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Memorandum

AGENDA ITEM 8

DATE: March 24, 2022

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 4/12/2022 Board Meeting: Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs

RECOMMENDATION ☐ Information ☒ Action

- Approve the 2022 Prop AA Strategic Plan and 5YPPs
- Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs

SUMMARY

In November 2021, we issued the 2022 Prop AA Strategic Plan call for projects to program funds for the next 5-year period covering Fiscal Years (FYs) 2022/23 to 2026/27. By the January 18th deadline, we received 16 applications from 4 sponsors requesting about $31.5 million compared to the $23.5 million available. We evaluated the applications using Board-adopted program-wide prioritization criteria, such as project readiness, community support, geographic equity, and construction coordination opportunities, and category specific criteria, such as whether projects seeking funds from the Pedestrian Safety category are located on the Vision Zero High Injury Network or directly improve access to transit or schools. Our recommendation is to program $23,489,965 in Prop AA funds and $1 million in Prop K funds to fully fund ten projects and partially fund five projects as detailed in Attachment 4. Our recommendation includes two concurrent Prop K 5YPP amendments to reprogram the aforementioned $1 million to the M Ocean View Transit project to fully fund the design phase as described below and in Attachment 6.

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

BACKGROUND

In November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional $10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%. Given its small size – less than $5 million in annual revenues, one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds. Correspondingly, Prop AA Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. Only public agencies are eligible to apply for Prop AA funds.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a 5YPP for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. The 2022 Strategic Plan will be the third since inception of the Prop AA program.

DISCUSSION

Call for Projects and Funds Available. On November 9, 2021, we issued a call for projects to program $23,489,965 in Prop AA vehicle registration fee revenues to projects in the 5-year period covering FYs 2022/23 to 2026/27. The funds available estimate was based primarily on new revenues forecast at about $4.83 million per year, which will result in approximately $23.5 million in funds available in the 5YPP period, net of five percent for administrative expenses. Prop AA revenues are dependent on the number of vehicles registered in San Francisco and have been stable over the last five years. In addition to new revenues, we are recommending programming $524,156 in deobligated funds from projects completed under budget and $4,075 in interest earnings.

Attachment 1 provides details on the funds available (Table 1), as well as the programming targets (Table 3) for distributing the $23.5 million across the three Prop AA programmatic categories as established in the Expenditure Plan.

By the January 18, 2022, deadline we had received 16 applications from four agencies requesting approximately $31.5 million in Prop AA funds. Attachment 2 summarizes the applications received.

Draft Programming Recommendations. We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA

call for projects, application of the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all 16 projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria and category specific criteria. Descriptions of the evaluation criteria and the project scores are detailed in Attachment 3.

As detailed in Attachment 4, our recommendation is to program $23,489,965 in Prop AA funds and $1 million in Prop K funds to fully fund ten projects and partially fund five projects . Attachment 5 shows the proposed Strategic Plan programming and cash flow for the next five years.

Unless noted otherwise below, we recommended funding projects in score order until the funds available were depleted, with a priority on projects and project phases that are ready to advance sooner. Our recommendations for each category are described below.

Street Repair and Reconstruction Category ($11,824,780). Recommended programming includes fully funding four projects and partially funding one San Francisco Public Works (SFPW) pavement renovation projects. The projects recommended for full funding are: Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation; 8th St, Clay St and Leavenworth St Pavement Renovation; Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation; and Fillmore St Pavement Renovation.

After discussion with SFPW staff, we are recommending $500,000 less than requested for the Front St, Sansome St, 1st St and Montgomery St Pavement Renovation project to allow us to partially fund Japantown Buchanan Mall Improvements in the Pedestrian Safety category. SFPW supports this recommendation since paving has other funding options while there are limited funding opportunities for improvements to the Japantown Mall, especially the pedestrian lighting component. Prop AA funds would also provide local match to a $5 million California Natural Resources Agency grant. This recommendation results in a very modest shift in the percent of funds programmed and allocated for Fiscal Years 2012/13 through 2026/27 in the Street Repair and Reconstruction Category from 50% to 49.3% and the Pedestrian Safety category from 25% to 25.7%.

Pedestrian Safety Category ($5,923,915). Recommended programming includes fully funding SFPW's requests for Oakdale Lighting Improvements Project Phase 1 and Innes Avenue Sidewalk Improvements, and SFMTA's Central Embarcadero Safety and Howard Streetscape Pedestrian Safety Project projects.

As mentioned above, we are recommending partial funding for SFPW's request for Japantown Buchanan Mall Improvements to help fund the pedestrian safety elements of the scope. We also recommend partial funding for the SFMTA's Bayview Community Multimodal Corridor Project, which doesn't need funds until FY 2026/27, so that we can recommend partial funding for lower scoring projects that are ready to advance sooner. The project is

expected to be very competitive for state and federal funding sources, such as the state Active Transportation Program, and could also compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update.

We are not recommending funds for the Southern Embarcadero Safety Project which doesn't need construction funds until FY 2025/26. The project could compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update, or for other funding sources, as well.

Transit Reliability and Mobility Improvements Category ($5,741,270). Our recommendation includes fully funding Transbay Joint Powers Authority's request for Salesforce Transit Center Wayfinding Phase 1. We are also recommending full funding for the design phase of the SFMTA's 29 Sunset Transit Reliability and Mobility Improvements project. We are not recommending funding for construction at this time due to the need to strengthen the funding plan, which contains a large proportion of to be determined sources. We expect this project will be very competitive for federal and state grants.

We are recommending partial funding for BART's Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations to support a greater geographic spread of Prop AA projects. BART and SFMTA are splitting the $16 million project cost evenly. The recommended Prop AA funds will be considered as counting equally toward BART and SFMTA's fifty-fifty share of the project cost. We have included a special condition on this recommendation that requires BART and SFMTA to confirm that the agencies are in agreement on cost sharing and funding strategy for the project prior to requesting allocation of funds.

For the M Ocean View Transit Reliability and Mobility Improvements project, we are recommending fully funding the request with Prop AA and Prop K funds, which requires an amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category and Transit Enhancements 5YPPs to reprogram a total of $1 million in Prop K funds to this project. Attachment 6 provides detail on the recommended Prop K 5YPP amendments.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget. Allocations of the aforementioned Prop AA and Prop K funds would be the subject of future Board actions.

CAC POSITION

The CAC was briefed on this item at its March 23, 2022 meeting and unanimously adopted a motion of support for the staff recommendation.

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SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Funds Available
- Attachment 2 – Summary of Applications Received
- Attachment 3 – Evaluation Scores
- Attachment 4 – Programming Recommendations
- Attachment 5 – Proposed 5-Year Prioritized Program of Projects – Programming and Cash Flow
- Attachment 6 – Prop K 5YPP Amendments
- Enclosure 1 – Draft 2022 Prop AA Strategic Plan
    - Strategic Plan Policies
    - Screening and Prioritization Criteria
    - Proposed 5-Year Prioritized Program of Projects
    - Prop AA Project Information Forms (15)

Attachment 1.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for FYs 2022/23-2026/27	
2022 Strategic Plan (FY2022/23 - FY2026/27) - Estimated New Revenues Available for Projects (Net 5% administration costs)	**$ 22,961,734**
Interest Earnings	**$ 4,075**
Deobligated Funds	**$ 524,156**
2022 Strategic Plan Update/ 5-Year Prioritizaton Programs - Total Estimated Funds Available for Projects	**$ 23,489,965**

Table 2. Program Inception Through FY 2021/22 - Programmed and Allocated Funds by Category
(Includes actual revenues April 2011 - June 2021 and projected revenues July 2021 - June 2022)

Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of December 2021, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	$ 25,203,314	48.9%
Pedestrian Safety	25%	$ 13,340,132	25.9%
Transit Reliability and Mobility Improvements	25%	$ 13,022,777	25.3%
Total Programmed and Allocated	100%	$ 51,566,223	100%

Table 3. 2022 Prop AA Strategic Plan (FYs 2022/23-2026/27) - Funds Available by Category		
Category	**Target % Allocation of Funds per Prop AA Expenditure Plan**	**Programming Target in 2022 Strategic Plan**
Street Repair and Reconstruction	50%	$ 12,324,780
Pedestrian Safety	25%	$ 5,423,915
Transit Reliability and Mobility Improvements	25%	$ 5,741,270
Total Estimated Funds Available for Programming	100%	$ 23,489,965

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Street Repair and Reconstruction Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
1	SFPW	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is mid 40's. Construction planned for Spring 2023 through Fall 2024.	10	Construction	$3,900,000	$2,882,492	FY 2022/23
2	SFPW	8th St, Clay St and Levenworth St Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Spring 2024 through Fall 2025.	3, 6	Construction	$3,850,000	$2,360,572	FY 2023/24
3	SFPW	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	The project scope includes demolition, grinding and paving of 44 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is low 60's. Construction planned for Spring 2025 through Fall 2026.	7, 11	Construction	$4,840,000	$2,360,572	FY 2024/25
4	SFPW	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	The project scope includes demolition, grinding and paving of 38 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Winter 2026 through Summer 2027.	3, 6	Construction	$4,180,000	$2,360,572	FY 2025/26
5	SFPW	Fillmore St Pavement Renovation	The project scope includes demolition, grinding and paving of 46 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is high 50's. Construction planned for Spring 2027 to early 2029. This project is being coordinated with the 22 Fillmore Muni Forward project, which is currently in the planning phase.	2, 5, 8	Construction	$5,060,000	$2,360,572	FY 2026/27
					Street Repair and Reconstruction Category Subtotal	**$ 21,830,000**	**$ 12,324,780**	

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Pedestrian Safety Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
6	SFPW	Innes Avenue Sidewalk Improvements	Pedestrian safety and accessibility improvements along Innes Avenue, between Aurelious Walker and Donahue Street. Improvements include 6 ADA compliant curb ramps, 400 feet of new rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. Design is planned for Summer 2022 through Summer 2023 and construction Fall 2023 through Fall 2024.	10	Design, Construction	$956,100	$851,000	FY 2022/23 FY 2023/24
7	SFPW	Japantown Buchanan Mall Improvements	This project will implement improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan Street, between Post and Sutter streets in the cultural heart of Japantown. Improvements include repaving the uneven walkways, new curb ramps, new trees, landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting. Project has received a $5 million state grant from the California Natural Resources Agency. Design is planned for early 2023 through early 2024 and construction Spring 2024 through Spring 2025.	5	Design, Construction	$7,700,000	$1,350,000	FY 2022/23 FY 2023/24
8	SFPW	Oakdale Lighting Improvements Project Phase 1	Installation of approximately 50 new pedestrian-scale street lights on Oakdale, between 3rd and Phelps streets to improve pedestrian safety and comfort along this important thoroughfare. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (CBTP). Design is planned for early 2023 through Fall 2023 and construction would take place Summer 2024 through early 2025.	10	Design, Construction	$1,974,000	$1,974,000	FY 2022/23 FY 2023/24
9	SFMTA	Central Embarcadero Safety Project	This project will expand a two-way, water-side protected bikeway from Folsom to Bryant streets and construct additional multi-modal safety and signal upgrades for The Embarcadero corridor between Broadway and Bryant Street. Pedestrian safety benefits include reducing conflicts with other modes and shortening crossing distances. Construction would begin in early 2024 and be completed in early 2025.	3	Construction	$8,600,000	$1,000,000	FY 2023/24

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
10	SFMTA	Howard Streetscape Pedestrian Safety Project	Pedestrian and bicycle safety improvements targeted to areas with most vulnerable residents, including seniors and children. Project is intended to: reduce vehicle lanes from three to two to shorten crossing distances and minimize conflicts with other modes; replace the existing bicycle lane with a two-way protected bikeway; additional pedestrian and bicycle safety infrastructure including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases; and, new energy-efficient pedestrian-scale lighting. Construction would begin in Spring 2024 and be complete in Spring 2026.	6	Construction	$47,941,000	$1,000,000	FY 2024/25
11	SFMTA	Southern Embarcadero Safety Project	This project includes traffic, parking, and signal and utility upgrades to extend the waterside two-way protected bikeway from Bryant to Townsend streets along The Embarcadero. Potential project elements include new traffic signals, shorter pedestrian crossings with ADA curb ramp upgrades, additional on-street vehicle loading zones, northbound left-turn restrictions (at Townsend and Brannan streets), and revised median and promenade curblines. The project is being coordinated with adjacent development projects at Piers 30/32 and 38/40, and the SF Port's Waterfront Resiliency Program.	3	Construction	$5,000,000	$1,000,000	FY 2025/26
12	SFMTA	Bayview Community Multimodal Corridor	The Bayview Community Multimodal Corridor safety project implements one of the high priority recommendations from the Bayview CBTP. This project will improve pedestrian crossings on 3rd Street (locations anticipated to be at Revere, Thomas, and McKinnon avenues) and restrict left turns at those locations to discourage traffic into the neighborhood. The project also includes improve a north-south route that is parallel to 3rd Street to serve people walking and biking by slowing traffic with speed humps and raised intersections at three raised intersections adjacent to KC Jones and Youngblood-Coleman Playgrounds. Construction is expected to begin in early 2026 and be complete by the end of 2027. SFMTA is also expecting to separately use programmed Prop K funds to implement bulbouts at five intersections along this route, which are currently being designed.	10	Construction	$19,290,990	$1,000,000	FY 2026/27
					Pedestrian Safety Category Subtotal	**$91,462,090**	**$ 8,175,000**	

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Transit Reliability and Mobility Improvements Category

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
13	TJPA	Salesforce Transit Center Wayfinding Phase 1	Requested funds will upgrade the Salesforce Transit Center's wayfinding system. This funding would improve commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the Center's rooftop park. Prop AA funds would fund installation of 10 interactive kiosks, supplementing an earlier phase of wayfinding improvements. This project was recommended by TJPA's 2019 Wayfinding Gap Analysis and is consistent with recommendations of the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force. Construction will start in Fall 2022 and be complete by the end of 2022.	6	Construction	$1,361,700	$300,000	FY 2022/23
14	SFMTA	M Oceanview Transit Reliability and Mobility Improvements	Transit reliability, travel time and pedestrian safety improvements through implemention of various transit prioritiy enhancements along the M line corridor from the intersection of Junipero Serra Boulevard and 19th Avenue to the Balboa Park Station. Scope will include traffic signals, transit stop placement optimization, pedestrian improvements (e.g. extended passenger boarding islands), and other improvements. Project is fully funded for construction with a $20 million state grant from the Transit and Intercity Rail Capital Program. Design is planned for Summer 2023 through Spring 2025, with construction planned for Fall 2025 to Summer 2027.	7, 11	Design	$26,675,258	$2,000,000	FY 2022/23
15	SFMTA	29 Sunset Transit Reliability and Mobility Improvements	Transit reliability, transit travel time and pedestrian safety improvements from the intersection of Lincon an Bowley in the Richmond district to the intersection of 19th and Holloway avenues. Scope will include transit-only lanes, transit priority signals, transit stop placement optimization and pedestrian improvements. Design is planned for Summer 2022 through Spring 2025 and construction is planned for Spring 2026 through Winter 2028.	1, 2, 4, 7	Design, Construction	$22,595,696	$3,000,000	FY 2023/24, FY 2025/26

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor[1]	Project Name[2]	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
16	BART	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Modernize and renovate two elevators (one street level and one platform level) at the Powell Street Station and one elevator (platform level) at the Civic Center Station. All three elevators are shared for use between BART and Muni. Project benefits include improved accessibility, improved customer experience, and increased reliability. Construction is planned for Fall 2025 through Fall 2027.	3, 6	Construction	$16,087,500	$5,741,270	FY 2024/25
					Transit Reliability and Mobility Improvements Category Subtotal	**$66,720,154**	**$ 11,041,270**	

	Total Project Cost	Total Prop AA Requested
TOTAL	**$ 180,012,244**	**$ 31,541,050**

[1] Projects are not listed in priority order. Projects are sorted by category, then fiscal year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

[2] Sponsor abbreviations include San Francisco Bay Area Rapid Transit (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

Attachment 3
Prop AA Project Submissions Evaluation - Street Repair and Reconstruction

Projects	General Prioritization							Street Repair and Reconstruction Prioritization				
	Level of Need					Fund Leveraging						
	Project Readiness	Safety Issues	Const. Coord.	Community Support	Benefits Equity Priority Comms.	Leveraging	No other sources	Delivery Track Record	Pavement Mgmt System	Bicycle and Transit Networks	Complete Streets Elements	Total
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	2.0	0.0	0.7	0.0	0.3	2.0	0.0	1.0	1.0	0.8	0.0	**7.8**
Fillmore St Pavement Renovation	1.0	0.0	0.7	0.7	0.4	1.8	0.0	0.7	1.0	1.0	0.4	**7.7**
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	1.3	0.0	0.0	0.0	0.1	1.8	0.0	1.0	1.0	0.9	0.0	**6.1**
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	1.3	0.0	0.0	0.0	0.2	1.8	0.0	1.0	1.0	0.8	0.0	**6.1**
8th St, Clay St and Levenworth St Pavement Renovation	1.2	0.0	0.0	0.0	0.2	1.8	0.0	1.0	1.0	0.8	0.0	**6.0**
Total Possible Score	3	1	1	2	1	2	1	1	1	1	1	15

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were given lower scores.

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Pavement Management System: Highest possible score was 1. Transportation Authority staff assessed whether the project was based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.

Bicycle and Transit Networks: Highest possible score was 1. Transportation Authority staff assessed whether the project would improve streets located on San Francisco's bicycle and transit networks.

Complete Streets Elements: Highest possible score was 1. Transportation Authority staff assessed whether the project includes at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source.

Attachment 3
Prop AA Project Submissions Evaluation - Pedestrian Safety

Projects	General Prioritization: Level of Need: Readiness	Level of Need: Safety Issues	Level of Need: CON Coord.	General Prioritization: Community Support	General Prioritization: Benefits Equity Priority Comms.	Fund Leveraging: Leveraging	Fund Leveraging: No other sources	Fund Leveraging: Delivery Track Record	Pedestrian Prioritization: Reduce Hazards	Pedestrian Prioritization: Vision Zero Network	Pedestrian Prioritization: *SWITRS*	Pedestrian Prioritization: Improve Transit & School Access	Total
Howard Streetscape Pedestrian Safety Project	2.0	1.0	0.5	2.0	1.0	2.0	0.0	0.8	2.0	1.0	2.0	1.0	**15.3**
Central Embarcadero Safety Project	1.8	1.0	0.0	2.0	0.5	1.0	0.0	0.8	2.0	1.0	2.0	1.0	**13.1**
Bayview Community Multimodal Corridor Project	1.7	1.0	0.0	2.0	1.0	1.5	0.0	1.0	2.0	0.5	0.0	1.3	**12.0**
Innes Avenue Sidewalk Improvements	2.0	1.0	0.0	1.0	1.0	1.0	0.2	1.0	2.0	0.5	0.0	2.0	**11.7**
Oakdale Lighting Improvements Project Phase 1	2.0	0.7	0.0	2.0	1.0	0.0	1.0	1.0	0.8	0.0	1.0	2.0	**11.5**
Japantown Buchanan Mall Improvements	1.8	0.5	0.0	1.0	1.0	2.0	0.0	1.0	0.7	0.5	1.0	1.0	**10.5**
Southern Embarcadero Safety Project	1.0	1.0	0.0	2.0	0.0	1.0	0.0	0.8	1.7	1.0	1.0	1.0	**10.5**
Total Possible Score	3	1	1	2	1	2	1	1	2	1	2	2	19

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were given lower scores.

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Transportation Authority staff assessed whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Vision Zero High Injury Network: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along the Vision Zero High Injury Network. Projects that were located along the network received 1 point Projects that were only partially located on the network received 0.5.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2012 to 2017: Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections. Projects with an average of 1 to 2 collisions per intersection received 1 point. Projects with more than 2 collisions per intersection received 2 points.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

Attachment 3
Prop AA Project Submissions Evaluation - Transit Reliability and Mobility Improvement

	General Prioritization								Transit Prioritization				
	Level of Need				Fund Leveraging								
Projects	Readiness	Safety Issues	CON Coord.	Community Support	Benefits Equity Priority Comms.	Leveraging	No other sources	Delivery Track Record	Support Rapid Transit	Accessibility, Reliability, Connectivity	TDM	Safety	Total
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	2.3	1.0	0.7	1.5	1.0	2.0	0.0	0.7	1.0	2.0	0.0	1.0	**13.2**
M-Oceanview Transit Reliability and Mobility Improvements	2.3	1.0	0.0	1.3	1.0	2.0	0.0	0.4	1.0	3.0	0.0	1.0	**13.0**
29 Sunset Transit Reliability and Mobility Improvements	2.0	1.0	0.0	1.2	1.0	2.0	0.0	0.4	1.0	3.0	0.0	1.0	**12.6**
Salesforce Transit Center Wayfinding Phase 1	3.0	0.0	0.0	1.2	0.7	0.3	0.0	1.0	1.0	2.0	0.0	0.2	**9.4**
Total Possible Score	3	1	1	2	1	2	1	1	1	3	3	1	20

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project supported existing or proposed rapid transit.

Increase Accessibility, Reliability, and Connectivity: Highest possible score was 3. Transportation Authority staff assessed whether the project increased accessibility, reliability, and/or connectivity. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 3. Transportation Authority staff assessed whether the project was a TDM project and awarded one point, if so. Staff awarded a second point to TDM projects directed at relieving documented congestion or transit crowding issues on one or more specific corridors. Staff awarded a third point to TDM projects based on model projects that have previously been successfully implemented with documented effectiveness.

Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement did not address a documented safety issue.

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Street Repair and Reconstruction Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
7.8	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	$3,900,000	$2,882,492	$2,882,492	**Recommend amount requested.**
7.7	Fillmore St Pavement Renovation	SFPW	Construction	$5,060,000	$2,360,572	$2,360,572	**Recommend amount requested.**
6.1	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction	$4,840,000	$2,360,572	$2,360,572	**Recommend amount requested.**
6.1	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction	$4,180,000	$2,360,572	$1,860,572	**Recommend $500,000 less than requested** to allow us to partially fund Japantown Buchanan Mall Improvements. Recommendation is supported by SFPW. SFPW will identify other funds to fully fund this project.
6.0	8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction	$3,850,000	$2,360,572	$2,360,572	**Recommend amount requested.**
			Subtotal	**$21,830,000**	**$12,324,780**	**$11,824,780**	
				Street Repair and Reconstruction Category Target Programming Amount		**$12,324,780**	

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Pedestrian Safety Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15.3	Howard Streetscape Pedestrian Safety Project	SFMTA	Construction	$47,941,000	$1,000,000	$1,000,000	**Recommend amount requested.**
13.1	Central Embarcadero Safety Project	SFMTA	Construction	$8,600,000	$1,000,000	$1,000,000	**Recommend amount requested.**
12.0	Bayview Community Multimodal Corridor Project	SFMTA	Construction	$19,290,990	$1,000,000	$598,915	**Recommend partial funding**. Although this is higher scoring than other projects, since funds are not needed until FY 26/27, we are recommending partial funding to fund projects that are ready to advance sooner. This project is expected to be very competitive for state and federal funding sources, such as the state Active Transportation Program. This project could also compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update.
11.7	Innes Avenue Sidewalk Improvements	SFPW	Design, Construction	$1,248,900	$851,000	$851,000	**Recommend amount requested.**
11.5	Oakdale Lighting Improvements Project Phase 1	SFPW	Design, Construction	$1,974,000	$1,974,000	$1,974,000	**Recommend amount requested.** This project scored lower than other projects, however, Prop AA is one of the few funding sources available for stand alone pedestrian-scale lighting projects. The project is ready to proceed once funds are available.
10.5	Japantown Buchanan Mall Improvements	SFPW	Design, Construction	$7,700,000	$1,350,000	$500,000	**Recommend partial funding** for pedestrian safety elements, including pedestrian-scale lighting, curb ramps, and sidewalk improvements. SFPW supports using $500,000 from the Street Repair and Reconstruction category to make funds available for this project since paving has other funding options while there are limited funding opportunities for improvements to the Japantown Mall.

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
10.5	Southern Embarcadero Safety Project	SFMTA	Construction	$5,000,000	$1,000,000	$0	**Not recommended for Prop AA funds** at this time. This project demonstrated lower readiness than other projects. This project could compete for future Prop AA funds available through a mid-cycle call for projects, the next Strategic Plan update or other funds sources since funds are not needed until FY 2025/26..
			Subtotal	**$ 91,754,890**	**$8,175,000**	**$5,923,915**	
			Pedestrian Safety Category Target Programming Amount			**$5,423,915**	

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Transit Reliability and Mobility Improvements Category

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
13.2	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction	$16,087,500	$5,741,270	$3,441,270	**Recommend partial funding** to support a greater geographic spread of Prop AA projects. BART has agreed to request $1,290,000 in programmed Prop K funds for this scope to supplement Prop AA. Prop AA funds shall be considered as counting evenly towards BART and SFMTA's fifty-fifty share of the overall project cost. **Special Condition**: Prior to allocation of Prop AA funds, BART and SFMTA shall confirm that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule.
13.1	M Oceanview Transit Reliability and Mobility Improvements	SFMTA	Design	$26,675,258	$2,000,000	$1,000,000	**Recommend fully funding with a combination of $1 million in Prop AA funds and $1 million in Prop K funds** in order to fund a wider geographic spread of Prop AA projects. The recommendation includes concurrent amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5-Year Prioritization Programs to reprogram funds from Neighborhood Transportation Improvement Program (NTIP) placeholders to this project. With this amendment, we continue to have enough NTIP funds programmed to fulfill the commitments to each district. Recommended funds leverage a $20 million state grant for construction.

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations[1]

Score	Project Name	Sponsor[2]	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
12.6	29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design, Construction	$22,595,696	$3,000,000	$1,000,000	**Recommend full funding for the design phase**. We are not recommending funding for construction at this time due to the need to strengthen the funding plan, which contains a large proportion of to be determined sources. We expect this project will be very competitive for federal and state grants.
9.4	Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	$1,361,700	$300,000	$300,000	**Recommend amount requested.**
			Subtotal	**$66,720,154**	**$11,041,270**	**$5,741,270**	
				Transit Reliability and Mobility Improvements Category Target Programming Amount		**$5,741,270**	

	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming
TOTAL	**$ 180,305,044**	**$ 31,541,050**	**$ 23,489,965**
		TOTAL Available	**$23,489,965**

[1] Projects are sorted by evaluation score from highest ranked to lowest. Total possible score varies by category.

[2] Sponsor abbreviations include San Francisco Bay Area Rapid Transit District (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

Attachment 5.

2022 Prop AA Strategic Plan

Programming and Allocations

Pending Approval 4/26/2022

Project Name	Sponsor	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			**$ 2,686,679**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 12,324,780**
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	$ 2,882,492					$ 2,882,492
8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction		$ 2,360,572				$ 2,360,572
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction			$ 2,360,572			$ 2,360,572
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction				$ 1,860,572		$ 1,860,572
Fillmore St Pavement Renovation	SFPW	Construction					$ 2,360,572	$ 2,360,572
Subtotal Programmed to Category (% all time)	**49.3%**		**$ 2,882,492**	**$ 2,360,572**	**$ 2,360,572**	**$ 1,860,572**	**$ 2,360,572**	**$ 11,824,780**
Cumulative Remaining Capacity			***$ (195,813)***	***$ (146,860)***	***$ (97,906)***	***$ 451,047***	***$ 500,000***	***$ 500,000***
Pedestrian Safety								
Target Funds Available in Category			**$ 1,182,359**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 5,423,915**
Japantown Buchanan Mall Improvements	SFPW	Design	$ 100,000					$ 100,000
Japantown Buchanan Mall Improvements	SFPW	Construction		$ 400,000				$ 400,000
Oakdale Lighting Improvements Project Phase 1	SFPW	Design	$ 324,000					$ 324,000
Oakdale Lighting Improvements Project Phase 1	SFPW	Construction		$ 1,650,000				$ 1,650,000
Innes Avenue Sidewalk Improvements	SFPW	Design	$ 179,000					$ 179,000
Innes Avenue Sidewalk Improvements	SFPW	Construction		$ 672,000				$ 672,000
Central Embarcadero Safety Project	SFMTA	Construction		$ 1,000,000				$ 1,000,000
Howard Streetscape Pedestrian Safety Project	SFMTA	Construction		$ 1,000,000				$ 1,000,000
Bayview Community Multimodal Corridor Project	SFMTA	Construction					$ 598,915	$ 598,915
Subtotal Programmed to Category (% all time)	**25.7%**		**$ 603,000**	**$ 4,722,000**	**$ -**	**$ -**	**$ 598,915**	**$ 5,923,915**
Cumulative Remaining Capacity			***$ 579,359***	***$ (3,082,252)***	***$ (2,021,863)***	***$ (961,474)***	***$ (500,000)***	***$ (500,000)***
Transit Reliability and Mobility Improvements								
Target Funds Available in Category			**$ 1,251,540**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 5,741,270**
M Ocean View Transit Reliability and Mobility Improvements	SFMTA	Design	$ 1,000,000					$ 1,000,000
29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design	$ 1,000,000					$ 1,000,000
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction				$ 3,441,270		$ 3,441,270
Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	$ 300,000					$ 300,000
Subtotal Programmed to Category (% all time)	**25.0%**		**$ 2,300,000**	**$ -**	**$ -**	**$ 3,441,270**	**$ -**	**$ 5,741,270**
Cumulative Remaining Capacity			***$ (1,048,460)***	***$ 73,972***	***$ 1,196,405***	***$ (1,122,433)***	***$ 0***	***$ 0***
Total Available Funds			**$ 5,120,578**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 23,489,965**
Total Programmed			**$ 5,785,492**	**$ 7,082,572**	**$ 2,360,572**	**$ 5,301,842**	**$ 2,959,487**	**$ 23,489,965**
Cumulative Remaining Capacity			***$ (664,914)***	***$ (3,155,139)***	***$ (923,365)***	***$ (1,632,860)***	***$ (0)***	

Allocated **Pending Action**

Notes

2022 Prop AA Strategic Plan
Cash Flow
Pending Approval 4/26/2022

Project Name	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	Fiscal Year 2027/28	Fiscal Year 2028/29	Total
Street Repair and Reconstruction									
Target Funds Available in Category		**$ 2,686,679**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ 2,409,525**	**$ -**	**$ -**	**$ 12,324,780**
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	Construction	$ 288,249	$ 1,441,246	$ 1,152,997					$ 2,882,492
8th St, Clay St and Levenworth St Pavement Renovation	Construction		$ 236,057	$ 1,180,286	$ 944,229				$ 2,360,572
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	Construction			$236,057	$1,180,286	$ 944,229			$ 2,360,572
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	Construction				$ 95,072	$ 1,470,429	$ 295,071		$ 1,860,572
Fillmore St Pavement Renovation	Construction						$ 1,180,286	$ 1,180,286	$ 2,360,572
Cash Flow Subtotal		**$ 288,249**	**$ 1,677,303**	**$ 2,569,340**	**$ 2,219,587**	**$ 2,414,658**	**$ 1,475,357**	**$ 1,180,286**	**$ 11,824,780**
Cumulative Remaining Capacity		***$ 2,398,430***	***$ 3,130,652***	***$ 2,970,838***	***$ 3,160,776***	***$ 3,155,643***	***$ 1,680,286***	***$ 500,000***	***$ 500,000***
Pedestrian Safety									
Target Funds Available in Category		**$ 1,182,359**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ 1,060,389**	**$ -**	**$ -**	**$ 5,423,915**
Japantown Buchanan Mall Improvements	Design	$ 50,000	$ 50,000						$ 100,000
Japantown Buchanan Mall Improvements	Construction		$ 100,000	$ 300,000					$ 400,000
Oakdale Lighting Improvements Project Phase 1	Design	$ 259,200	$ 64,800						$ 324,000
Oakdale Lighting Improvements Project Phase 1	Construction		$ 412,500	$ 1,237,500					$ 1,650,000
Innes Avenue Sidewalk Improvements	Design	$ 149,000	$ 30,000						$ 179,000
Innes Avenue Sidewalk Improvements	Construction		$ 336,000	$ 336,000					$ 672,000
Central Embarcadero Safety Project	Construction		$ 500,000	$ 500,000					$ 1,000,000
Howard Streetscape Pedestrian Safety Project	Construction			$ 500,000	$ 500,000				$ 1,000,000
Bayview Community Multimodal Corridor Project	Construction					$ 299,458	$ 299,457		$ 598,915
Cash Flow Subtotal		**$ 458,200**	**$ 1,493,300**	**$ 2,873,500**	**$ 500,000**	**$ 299,458**	**$ 299,457**	**$ -**	**$ 5,923,915**
Cumulative Remaining Capacity		***$ 724,159***	***$ 291,248***	***$ (1,521,863)***	***$ (961,474)***	***$ (200,543)***	***$ (500,000)***	***$ (500,000)***	***$ (500,000)***
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		**$ 1,251,540**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ 1,122,433**	**$ -**	**$ -**	**$ 5,741,270**
M Ocean View Transit Reliability and Mobility Improvements	Design	$ 340,000	$ 660,000						$ 1,000,000
29 Sunset Transit Reliability and Mobility Improvements	Design		$ 500,000	$ 500,000					$ 1,000,000
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Construction				$ 1,720,635	$ 1,720,635			$ 3,441,270
Salesforce Transit Center Wayfinding Phase 1	Construction	$ 300,000							$ 300,000
Cash Flow Subtotal		**$ 640,000**	**$ 1,160,000**	**$ 500,000**	**$ 1,720,635**	**$ 1,720,635**	**$ -**	**$ -**	**$ 5,741,270**
Cumulative Remaining Capacity		***$ 611,540***	***$ 573,972***	***$ 1,196,405***	***$ 598,202***	***$ 0***	***$ 0***	***$ 0***	***$ 0***
Total Available Funds		**$ 5,120,578**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**	**$ 4,592,347**			**$ 23,489,965**
Total Cashflow		**$ 1,386,449**	**$ 4,330,603**	**$ 5,942,840**	**$ 4,440,222**	**$ 4,434,751**	**$ 1,774,814**	**$ 1,180,286**	**$ 23,489,965**
Cumulative Remaining Capacity		***$ 3,734,129***	***$ 3,995,873***	***$ 2,645,379***	***$ 2,797,504***	***$ 2,955,100***	***$ 1,180,286***	***$ (0)***	

Attachment 6.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Programming and Allocations to Date

Pending April 26, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						$0
Any Eligible	Neighborhood Transportation Improvement Program (NTIP) [2]	PS&E, CON	Pending			$0			$0
SFMTA	Muni Forward M Oceanview Transit Reliability and Mobility Improvements [2]	PS&E	Pending				$300,000		$300,000
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						$0
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON	Programmed			$0			$0
SFMTA	Muni Forward Placeholder [1]	Any	Programmed			$3,184,360			$3,184,360
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	PS&E	Programmed			$1,000,000			$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build [1]	CON	Programmed			$675,000			$675,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	CON	Programmed				$8,325,000		$8,325,000
SFMTA	5 Fulton Transit Improvements [1]	CON	Programmed			$1,950,000			$1,950,000
SFMTA	14 Downtown Mission Transit Improvements [1]	CON	Programmed			$12,554,233			$12,554,233
SFMTA	30 Stockton Transit Improvements [1]	CON	Programmed			$2,495,767			$2,495,767
			Total Programmed in 2019 5YPP	$0	$0	$21,859,360	$8,625,000	$0	$30,484,360
			Total Allocated and Pending	$0	$0	$0	$300,000	$0	$300,000
			Total Unallocated	$0	$0	$21,859,360	$8,325,000	$0	$30,184,360
			Total Programmed in 2021 Strategic Plan	$0	$0	$22,159,360	$8,325,000	$0	$30,484,360
			Deobligated Funds			$0	$0	$0	$0
			Cumulative Remaining Programming Capacity	$0	$0	$300,000	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram $20,091,311 in FY2019/20 Geary Boulevard Improvement Project (Geary BRT Phase 2) funds to other Muni Forward projects in FY2021/22 and to update the phases and cash flow for the $10M that will remain programmed to the Geary project to reflect the updated project cost and schedule.

Add $3,184,360 for MuniForward - Placeholder in FY2021/22

Add $1,950,000 for 5 Fulton Transit Improvements construction in FY2021/22.

Add $12,554,233 for 14 Downtown Mission Transit Improvements construction in FY2021/22.

Add $2,495,767 for 30 Stockton Transit Improvements construction in FY2021/22.

Reduce Geary Boulevard Improvement Project (Geary BRT Phase 2) by $20,091,311, leaving $1M programmed for design and $675,000 programmed for Quick Build construction in FY2021/22, and $8,325,000 programmed for full project construction in FY2022/23.

Reprogram $93,049 in deobligated funds from projects completed under budget to Muni Forward projects in FY2021/22

[2] Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project (Resolution 22-xx 4/26/2022)

NTIP Placeholder (carryover): Reduce from $300,000 to $0 in FY2021/22.

Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with $300,000 in FY2022/23 with 100% cash flow in FY2022/23.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Cash Flow (Maximum Annual Reimbursement)
Pending April 26, 2022 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	$0	$0	$0					$0
Neighborhood Transportation Improvement Program (NTIP) [2]	PS&E, CON			$0					$0
Muni Forward M Oceanview Transit Reliability and Mobility Improvements [2]	PS&E				$300,000				$300,000
Transit Rapid Network - Bus Rapid Transit									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E			$0	$0				$0
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				$0				$0
Muni Forward Placeholder [1]	Any				$1,592,180	$1,592,180			$3,184,360
Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	PS&E			$0	$500,000	$500,000			$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build [1]	CON				$675,000	$0	$0	$0	$675,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) [1]	CON					$880,000	$5,300,000	$2,145,000	$8,325,000
5 Fulton Transit Improvements [1]	CON					$1,950,000			$1,950,000
14 Downtown Mission Transit Improvements [1]	CON				$5,485,000	$5,485,000	$1,584,233		$12,554,233
30 Stockton Transit Improvements [1]	CON			$800,000	$1,695,767				$2,495,767
Cash Flow Programmed in 2019 5YPP		$0	$0	$800,000	$10,247,947	$10,407,180	$6,884,233	$2,145,000	$30,484,360
Total Cash Flow Allocated and Pending		$0	$0	$0	$300,000	$0	$0	$0	$300,000
Total Cash Flow Unallocated		$0	$0	$800,000	$9,947,947	$10,407,180	$6,884,233	$2,145,000	$30,184,360
Total Cash Flow in 2021 Strategic Plan		$0	$0	$1,100,000	$9,947,947	$10,407,180	$6,884,233	$2,145,000	$30,484,360
Deobligated Funds		$0	$0	$0	$0	$0	$0	$0	$0
Cumulative Remaining Cash Flow Capacity		$0	$0	$300,000	$0	$0	$0	$0	$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transit Enhancements - (EPs 10-16)
Programming and Allocations to Date
Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder [3, 9]	Any	Programmed			$300,000			$300,000
SFMTA	M Oceanview Transit Reliability and Mobility Improvements [9]	PS&E	Pending				$700,000		$700,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [4]	CON	Programmed			$0			$0
TBD	Transit Enhancements - Placeholder [4]	CON	Programmed			$2,750,000			$2,750,000
BART	Market St. / Balboa Park New Elevator Master Plan [5]	PLAN/ CER	Programmed						$0
BART	Elevator Renovation Program [5]	PS&E	Programmed			$500,000			$500,000
SFMTA	Muni Subway Expansion (19th Ave M-line) [1, 6]	PLAN/ CER	Programmed						$0
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6, 7]	PLAN/ CER	Planned			$514,232			$514,232
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6]	PLAN/ CER	Planned				$2,027,710		$2,027,710
SFMTA	Muni Subway Expansion Project Development [1, 7]	PLAN/ CER	Allocated	$965,948					$965,948
SFMTA, SFCTA	Muni Metro Core Capacity Study [7]	PLAN/ CER	Pending (Prior)			$1,150,000			$1,150,000
SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case [8]	PLAN/ CER	Pending (Prior)			$801,716			$801,716
			Total Programmed in 2019 5YPP	$965,948	$0	$6,015,948	$2,727,710	$0	$9,709,606
			Total Allocated and Pending	$965,948	$0	$1,951,716	$700,000	$0	$3,617,664
			Total Unallocated	$0	$0	$4,064,232	$2,027,710	$0	$6,091,942
			Total Programmed in 2021 Strategic Plan	$965,948	$0	$5,750,000	$2,027,710	$0	$8,743,658
			Deobligated Funds			$965,948	$0	$0	$965,948
			Cumulative Remaining Programming Capacity	$0	$0	$700,000	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

1 Strategic Plan and 5YPP amendments to accommodate allocation of $965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).
Muni Subway Expansion (19th Ave M-line): Reduced by $965,948 in FY2020/21 planning funds from $2,744,300 to $1,778,352
Muni Subway Expansion Project Development: Added project with $965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.

2 Strategic Plan and 5YPP amendments to the Purchase Additional Light Rail Vehicles category (LPP-13) to accommodate allocation of $90,661 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
Light Rail Vehicle Procurement: Advance $90,661 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will be complete in FY2021/22.

3 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution 22-020 12/7/2021)

4 5YPP amendment to reprogram $2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.

5 5YPP amendment to reprogram $500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22

6 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
Muni Subway Expansion Project Development: Reduce $1,778,352 to $0 in FY2020/21
Reprogram $1,749,358 in deobligated funds from Geneva Harney BRT environmental phase
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with $1,500,000 in FY2021/22 and $2,027,710 in FY2022/23 planning funds.

7 5YPP amendment to accommodate funding for Muni Metro Core Capacity Study (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $184,052 from $1,500,000 to $1,315,948.
Cumulative Remaining Programming Capacity: Reduced from $965,948 to $0; these funds were deobligated from Muni Subway Expansion Project Development.consistent
Muni Metro Core Capacity Study: Add project with $1,150,000 in FY2021/22.

8 5YPP amendment to accommodate Geary/19th Ave Subway Strategic Case (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $801,716 from $1,315,948 to $514,232.
Geary/19th Ave Subway Strategic Case: Added project with $801,716 in FY2021/22.

9 Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project
NTIP Placeholder (carryover): Reduce from $1,000,000 to $300,000 in FY2021/22.
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with $700,000 in FY2023/24.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Other Transit Enhancements - (EP-16)
Cash Flow (Maximum Annual Reimbursement)
Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)								
Carry Forward From 2014 5YPP								
NTIP Placeholder [3, 9]	Any	$0	$0	$300,000				$300,000
M Oceanview Transit Reliability and Mobility Improvements [9]	PS&E				$40,000	$660,000		$700,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) [4]	CON			$0				$0
Transit Enhancements - Placeholder [4]	CON				$1,375,000	$1,375,000		$2,750,000
Market St. / Balboa Park New Elevator Master Plan [5]	PLAN/ CER	$0	$0					$0
Elevator Renovation Program [5]	PS&E				$500,000			$500,000
Muni Subway Expansion (19th Ave M-line) [1, 6]	PLAN/ CER			$0	$0			$0
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6, 7]	PLAN/ CER			$500,000	$14,232	$0	$0	$514,232
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6]	PLAN/ CER			$0	$200,000	$1,100,000	$727,710	$2,027,710
Muni Subway Expansion Project Development [1, 7]	PLAN/ CER	$482,974	$482,974					$965,948
Muni Metro Core Capacity Study [7]	PLAN/ CER			$250,000	$615,000	$285,000		$1,150,000
Geary/19th Ave Subway Strategic Case [8]	PLAN/ CER			$100,000	$701,716			$801,716
Cash Flow Programmed in 2019 5YPP		$482,974	$482,974	$1,150,000	$3,445,948	$3,420,000	$727,710	$9,709,606
Total Cash Flow Allocated and Pending		$482,974	$482,974	$350,000	$1,356,716	$945,000	$0	$3,617,664
Total Cash Flow Unallocated		$0	$0	$800,000	$2,089,232	$2,475,000	$727,710	$6,091,942
Total Cash Flow in 2021 Strategic Plan		$482,974	$482,974	$1,600,000	$2,975,000	$2,475,000	$727,710	$8,743,658
Deobligated Funds		$0	$0	$965,948	$0	$0		$965,948
Cumulative Remaining Cash Flow Capacity		$0	$0	$1,415,948	$945,000	$0	$0	$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

San Francisco
County Transportation
Authority

BD041222 RESOLUTION NO. 22-46

RESOLUTION ALLOCATING $645,108 AND APPROPRIATING $557,156 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of $1,202,264 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Transit Enhancements and Pedestrian and Bicycle Facility Maintenance categories of the Prop K Expenditure Plan; and

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

WHEREAS, One of the two requests is consistent with the 5YPP for its Expenditure Plan category; and

WHEREAS, The request for the Geary/19th Ave Subway Strategic Case requires amendment of the Transit Enhancements 5YPP as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of $645,108 in Prop K funds and appropriating $557,156, with conditions, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its March 23, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Transit Enhancements 5YPP, as detailed in the attached allocation request form; and be it further

San Francisco
County Transportation
Authority

BD041222 RESOLUTION NO. 22-46

RESOLVED, That the Transportation Authority hereby allocates $645,108 and appropriates $557,156 in Prop K funds, with conditions, for two requests, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

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

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

Attachments:

1. Summary of Requests
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries - FY 2021/22
5. Allocation Request Forms (2)

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: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop K	16	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	$ 802,264	$ 802,264	74%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 11
Prop K	37	SFMTA	Bicycle Facility Maintenance	$ 400,000	$ 400,000	48%	0%	Construction	Citywide
			TOTAL	**$ 1,202,264**	**$ 1,202,264**	**65%**	**0%**		

Footnotes

[1] "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 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); SF Planning (San Francisco Planning Department)

[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	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	$ 802,264	The ConnectSF Transit Investment Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region. Planning and development of the Geary-19th Avenue Subway will be a multi-phase process, occurring over a period of years. This request supports the first phase of work, known as the Strategic Case. The Strategic Case will be a joint initiative of SFCTA and SFMTA, in collaboration with the SF Planning Department. Request includes an appropriation of $557,156 as well as allocations of $170,367 and $74,741 for SFMTA and SF Planning, respectively. The purpose of the Strategic Case phase is to establish the worthiness of the project and to identify the building blocks needed to deliver the project, including future scopes of work, roles and responsibilities, and key analysis questions that must be addressed. This study will produce two key deliverables: a public-facing documentation of the key benefits of and issues to be addressed in the planning, design, and implementation of a rail investment in the Geary-19th Avenue corridor, and an internal scoping document that details the scope of work for alternatives analysis, refinement, and selection, including roles and responsibilities. This study is expected to occur over 12 to 18 months, with a final report presented to the Board for approval in mid-2023.
37	SFMTA	Bicycle Facility Maintenance	$ 400,000	Requested funds will be used to maintain bicycle facilities to preserve their safety features. The SFMTA Paint Shop will repaint bicycle lanes using green epoxy and repaint bike box/mixed zone facilities using green thermoplastic treatment. SFMTA will also use the funds to replace plastic lane delineators along buffered bikeways.SFMTA prioritizes bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented. Requests for maintenance may be made by calling 311 or at SF311.org. SFMTA expects to utilize requested funds by December 2024.
		TOTAL	**$1,202,264**	

[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	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	$ 802,264	**5YPP amendment.** Recommendation requires a Transit Enhancements 5YPP amendment to reprogram $801,716 to the subject project from the placeholder for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) .
37	SFMTA	Bicycle Facility Maintenance	$ 400,000	
		TOTAL	**$ 1,202,264**	

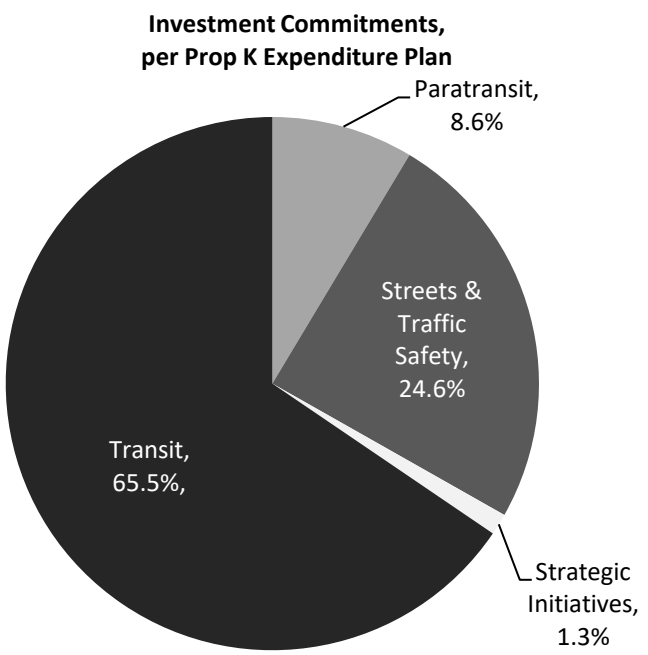
[1] See Attachment 1 for footnotes.

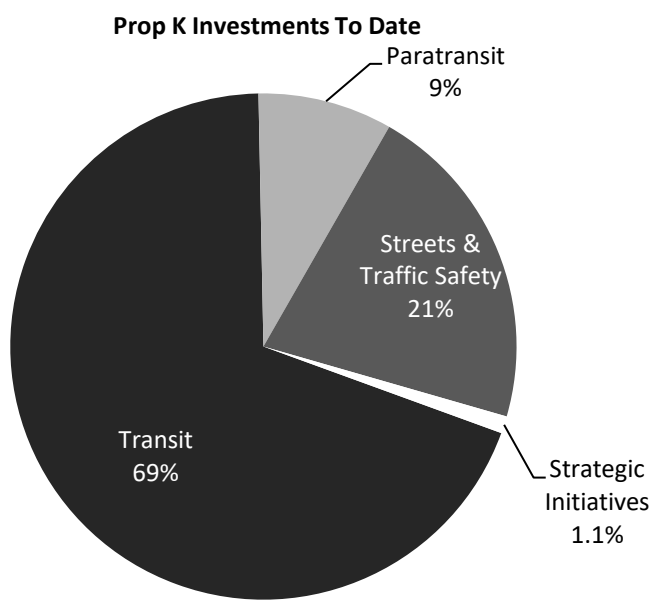
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	$ 51,358,576	$ 17,478,139	$ 21,316,684	$ 9,378,632	$ 2,301,909	$ 883,212
Current Request(s)	$ 1,202,264	$ 100,068	$ 752,196	$ 310,000	$ 40,000	$ -
New Total Allocations	$ 52,560,840	$ 17,578,207	$ 22,068,880	$ 9,688,632	$ 2,341,909	$ 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.





Attachment 5 - Allocation Request Forms

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary/19th Ave Subway Strategic Case
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Other Transit Enhancements
Current PROP K Request:	$802,264
Supervisorial Districts	District 01, District 02, District 03, District 04, District 05, District 06, District 07, District 11

REQUEST

Brief Project Description

The ConnectSF Transit Investment Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region. Planning and development of the Geary-19th Avenue Subway will be a multi-phase process, occurring over a period of years. This request supports the first phase of work, known as the Strategic Case. The purpose of the Strategic Case phase is to establish the worthiness of the Project and to identify the building blocks needed to deliver the project.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

Geary Corridor from Market Street to a point between Divisadero and Park Presidio, south to Judah/19th, south along 19th Ave corridor to Daly City BART

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	$0

Justification for Necessary Amendment

Request includes a 5YPP amendment to reprogram $801,716 to the subject project from the placeholder for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in the Transit Enhancements category of the Prop K Expenditure Plan.

Geary/19th Avenue Subway Strategic Case
DRAFT Scope of Work
Revised: March 17, 2022

Background

The ConnectSF Transit Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region.

Planning and development of the Geary-19th Avenue Subway (the Project) will be a multi-phase process, occurring over a period of years. At the May 25, 2021, meeting of the SFCTA Board, Commissioner Melgar requested that staff prepare a West Side Subway Strategy, with the goal of better connecting the west side to major transportation corridors in San Francisco and the region.

This document summarizes the activities planned for the first phase of planning and development for the Project. This phase is referred to as the Strategic Case.

Strategic Case: Purpose and Objectives

The purpose of the Strategic Case phase is to establish the worthiness of the Project and to identify the building blocks of Project success. Specific objectives for this phase are to:

- Confirm the Project technical concepts to be advanced into Alternatives Analysis;
- Describe the broad benefits, costs, and rationale for the Project;
- Identify the constituent pieces of an eventual strategy to deliver the Project, including outreach, funding, system integration, supportive policies, etc.;
- Undertake initial technical coordination and policy engagement with local and regional partner agencies;
- Develop the work program and governance for the subsequent Alternatives Study phase.

Agency Roles and Timeframe

The Strategic Case will be a joint initiative of SFCTA and SFMTA, in collaboration with the SF Planning Department. SFCTA will serve as overall technical and management lead for the Strategic Case phase.

Given the Project's interrelationship with the Link21 program, this Strategic Case scope of work will target completion in alignment to Link21 Stage Gate 2, so that the subsequent Alternatives Study can proceed in coordination with Link21's timeline.

Task 1 - Project Management

Task 1 provides for overall project management and coordination for this phase.

1.1 Project Administration *(Lead: SFCTA)*

Consultant task order preparation and management, work plan scope/schedule/budget development and tracking. Hosting and documentation of project coordination meetings: internal between SFMTA/SFCTA staff, and consultant progress meetings.

1.2 Strategic Case Phase Charter *(Lead: Joint SFMTA/SFCTA)*

Joint SFMTA/SFCTA development of a charter outlining the RASCI (Responsible, Accountable, Supporting, Consulted and Informed) matrix, including responsibilities of each agency, and key parameters for decision-making and working together. Hold a workshop with the consultant team to help finalize the scope/work plan for this study.

1.3 Alternatives Study Preparation *(Lead: Joint SFCTA/SFMTA)*

Preparation for next phase of project development, the Alternatives Study phase. Development of Task 1.3 during the Strategic Case phase will include: preparation of draft Project Charter for the Alternatives Study phase, describing agency roles, management structure, executive governance, and decision processes; and development of a preliminary draft scope of work for the Alternatives Study phase, including draft scope for procuring consultant support in the Alternatives Study phase.

Deliverables:

- Strategic Case Charter
- Strategic Case Work Plan and Schedule
- Alternatives Study Draft Project Charter
- Alternatives Study Draft Scope of Work

Task 2 - Initial Planning and Technical Exploration

This Task encompasses technical work and planning in support of the key output deliverables prepared in Task 4.

2.1 Define project parameters, benefits, and costs *(Lead: SFCTA)*

Develop a set of land use, funding, and project assumptions/scenarios for internal sketch-planning purposes. Describe project costs and benefits at a high level, using internal assumptions of potential alignment, cost, and project features.

2.2 Initial Planning Framework *(Lead: SFCTA)*

Prepare a high-level planning and evaluation framework, including statement of project goals and objectives. The planning framework will be refined through Task 3.1.

2.3 Update ridership modeling *(Lead: SFCTA)*

Building off of the planning-level alignment assumptions drawn from the ConnectSF Transit Corridor Study, which have already been vetted with regional partners, develop initial demand and ridership forecasts for various investment options in the corridor as identified in Task 2.1.

2.4 Identify and describe strategy considerations (Lead: SFCTA, except where noted)

Focus will be to identify key questions and confirm broad technical concepts to be considered in project development (likely to be underground BART, standard gauge, Muni rail). Pose and outline questions to be answered in subsequent phases of work and develop approach to making inter-related/linked decisions later. The overarching goal is in this phase is to identify and explore the building blocks of an eventual integrated strategy for Project viability, fundability, and deliverability. Detailed strategy development and scenario planning would occur in the subsequent Alternatives Study.

Key strategic considerations to describe and preliminarily explore include:

- Strategic risk assessment (risks that could keep project from advancing into subsequent phases of work)

- Initial land use planning assessment and anti-displacement approach (Lead: Planning Department)
  - Land Use Assessment to include:
    - Completion and delivery of new Land Use Allocation (LUA) based on adopted PBA 2050 and draft Housing Element as a baseline for modeling.
    - LUA TAZ-level household and job growth projection data for 2050 and potential intervening analysis years
    - Identification of key land use questions, challenges and opportunities, including:
      - Relative soft site and opportunities for housing, TOD and other future land use considerations for all corridors under consideration, especially in addition to growth already identified in HE/LUA 2050, including implications for stations and support facilities.
      - [This Strategic Case phase Assessment will **not** include actual development of sketch rezoning scenarios, or value capture analysis based on either existing projected growth or additional scenarios].
  - Stabilization & Anti-Displacement Approach to include:
    - Inventory of existing strategies currently employed in SF
    - Identification of potential additional best practices and strategies potentially applicable to this project
    - Inventory of strategies to mitigate construction-related impacts on businesses
    - Summary of key questions, opportunities and challenges

- Existing system constraints/connectivity to be addressed, including consideration of Link21 options and implications for the Project and strategy
- Initial overview of design/operations/maintenance requirements, including yard access (i.e. a list of things that the project must do or have, such as a transfer point on Market Street to the existing BART line)
- Local and regional access benefits and constraints
- Cost/benefit initial assessment
- Financial feasibility and funding options
- Involving and building interest and participation among other jurisdictions, such as San Mateo County

A set of concise technical memoranda and/or appendices will be prepared as needed through Task 2.4, as components of Task 4 deliverables.

Deliverables:

- Planning/Evaluation Framework
- Demand Forecasts
- 2050 Land Use Allocation, including TAZ-level household and job growth projections
- Land Use Planning Strategic Assessment, including Anti-Displacement Approach Summary

Task 3 – Partner Engagement and Public Outreach

This Task provides for engagement and coordination with partner agencies, as well as a limited initial round of public engagement.

SFMTA will lead engagement with other City departments. SFCTA will lead engagement with other jurisdictions (e.g. San Mateo CCAG, Daly City, etc.), Caltrans, and MTC. SFCTA and SFMTA will co-lead engagement with transit operators (BART/CCJPA, Caltrain, Samtrans).

3.1 Project/Partner Coordination and Outreach

3.1.1 Agency Engagement *(Lead: Joint SFMTA/SFCTA)*
Initial round of in-reach with key agencies with jurisdiction, such as other City departments. Goal is to determine interests, needs, and hopefully identify potential project champions. Feedback will be used to help develop the preliminary P&N, and to inform alternatives development in the subsequent Alternatives Study. Develop framework for periodic engagement and involvement of agencies.

3.1.2 Technical, Project, and Policy Coordination *(Lead: Joint SFMTA/SFCTA)*
Additional/focused technical and project coordination as needed to support the Strategic Case phase – e.g., coordination with Link21 project development process.

3.2 Public and Stakeholder Engagement

3.2.1 Public Outreach *(Lead: Joint SFMTA/SFCTA)*
One round of light touch goals and objectives public outreach. The goal is to gauge community interest and, if positive, help make the case to policymakers to support the project. The community feedback will also help build the preliminary Purpose and Need, and will help establish community and stakeholder relationships.

3.2.2 Outreach Summary Writeup/Section *(Lead: Outreach Consultants)*
Documents outreach done in Task 3.3.1, including overview of feedback and how it was incorporated.

Deliverables:
- Public Outreach Plan
- Public Outreach Summary Report

Task 4 – Strategic Case Phase Documentation

Task 4 is organized around the two key deliverables for the Strategic Case phase: 1) an external-facing Strategic Case for the Project, which will define the project rationale, goals, and case elements; and 2) a Strategy Groundwork document, which will organize and describe the building blocks of an eventual comprehensive strategy to plan, fund, and deliver the Project.

4.1 Strategic Case Document

4.1.1 Preliminary Purpose and Need Statement *(Lead: Joint SFCTA/SFMTA)*
Draws heavily on Tasks 2.1 and 2.2 to confirm the core "must have" goals for the project, which will be used to develop and screen alternatives in the subsequent Alternatives Study.

4.1.2 Project Benefits *(Lead: SFCTA)*
Compiled analysis/documentation of the benefits of the Project, drawing from Task 2.2, in a way that conveys clear, compelling benefits to the public and that is contextualized with respect to Project costs.

4.1.3 Strategic Case Document *(Lead: SFCTA)*
Prepare a public-facing deliverable to serve as the Strategic Case, including chapters/sections on key case elements – e.g., economic, financial, implementation, policy, etc. – drawing primarily on work developed through other Tasks.

4.2 Strategy Groundwork Document

4.2.1 Planning and Policy Evaluation Framework Writeup/Section *(Lead: SFCTA)*
Adds technical detail to the Initial Planning Framework (Task 2.1) and Preliminary Purpose and Need Statement (Task 3.1.1), introducing potential quantitative and qualitative metrics or accounts for future development and screening of alternatives

4.2.2 Financial Feasibility Strategy Paper *(Lead: SFCTA)*
Strategy paper assessing possible avenues for securing project funding, addressing the unique challenge of finding sources for such a large financial need. Innovative strategies such as land banking, P3, value capture, and others should be explored. Funding is a key feasibility question for the Project, which is why this is elevated as a core deliverable for this Strategic Case phase.

4.2.3 Strategy Groundwork Document *(Lead: SFCTA)*
Prepare technical summary document of project strategy, including strategic and technical questions to be addressed in subsequent phases. Document the technical analysis, outcomes, questions, and areas for further study from Task 2, includes a section on public outreach results from Task 3.

Deliverables:

- Strategic Case, including need for investment, potential benefits, potential risks, and other factors identified in the Initial Planning Framework and subsequent technical work
- Strategy Groundwork Document, documenting the outcomes and decisions from this phase of work and detailing strategic and technical questions to be addressed in future phases

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San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary/19th Ave Subway Strategic Case
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2022	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Task Schedule
Task 1 (Project Management): 4/2022-12/2023
Task 2 (Initial Planning & Technical Exploration): 6/2022-6/2023
Task 3 (Partner Engagement & Public Outreach): 12/2022-6/2023
- Outreach: Jan - March 2023
- Ongoing availability of staff to standing community meetings
Task 4 (Strategic Case Phase Documentation): 3/2023-10/2023

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary/19th Ave Subway Strategic Case
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-116: Other Transit Enhancements	$802,264	$0	$0	$802,264
Phases In Current Request Total:	$802,264	$0	$0	$802,264

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$802,264	$802,264	Planning-level cost estimation based on scope of work
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$0		
Operations	$0		
Total:	$802,264	$802,264	

% Complete of Design:	0.0%
As of Date:	01/01/2022
Expected Useful Life:	N/A

Geary/19th Strategic Case
Appropriation Budget
20-month period (5/2022-12/2023)

Task	Scope	Total Cost	SFCTA Staff	SFCTA Consultant Cost	SFMTA	SF Planning
1	**Project Management**		*332*	*240*	*192*	*72*
		$185,813	**$72,676**	**$56,000**	**$41,057**	**$16,080**
1.1	Project Administration	$92,349	$50,749	$41,600	$23,972	$5,360
1.2	Project Charter	$16,563	$9,363	$7,200	$5,100	$1,787
1.3	Alts Study Scoping	$19,765	$12,565	$7,200	$11,986	$8,933
2	**Planning & Technical Exploration**		*440*	*366*	*264*	*212*
		$282,687	**$100,254**	**$84,550**	**$55,115**	**$42,768**
2.1	Parameters, Benefits, Costs	$35,669	$13,169	$22,500	$11,769	$1,787
2.2	Planning/Evaluation Framework	$19,901	$8,651	$11,250	$9,982	$1,787
2.3	Ridership Modeling	$38,421	$31,921	$6,500	$3,313	$1,787
2.4	Strategy Considerations	$90,813	$46,513	$44,300	$30,050	$37,408
3	**Partner Engagement & Public Outreach**		*212*	*344*	*224*	*48*
		$169,005	**$42,521**	**$70,400**	**$45,365**	**$10,720**
3.1	Partner Engagement	$35,963	$20,663	$15,300	$28,117	$7,146
3.2	Public Outreach	$76,957	$21,857	$55,100	$17,247	$3,573
4	**Strategic Case Phase Documentation**		*168*	*400*	*136*	*24*
		$164,759	**$38,755**	**$92,000**	**$28,831**	**$5,173**
4.1	Strategic Case Document	$65,377	$19,377	$46,000	$12,749	$1,787
4.2	Strategy Groundwork Document	$65,377	$19,377	$46,000	$16,082	$3,387
	Subtotal Hours		*1152*	*1350*	*816*	*356*
	Subtotals Cost		**$254,206**	**$302,950**	**$170,368**	**$74,740**

GRAND TOTAL	**$802,264**

Geary/19th Strategic Case
Appropriation Budget
20-month period (5/2022-12/2023)

		SFCTA						SFCTA Consultant Hours		
		$277	*$284*	*$209*	*$187*	*$218*	*$105*	*$350*	*$275*	*$175*
Task	**Scope**	Deputy Directors	Rail Program Manager	Director Comms	Principal Planner	Principal Modeler	Comms Coord	Project Principal	Project Manager	Technical Staff
1	**Project Management**	*12*	*96*	*0*	*220*	*4*	*0*	*16*	*112*	*112*
		$3,345	$27,242	$0	$41,217	$873	$0	$5,600	$30,800	$19,600
1.1	Project Administration		60		180		0	16	80	80
1.2	Project Charter		16		20				16	16
1.3	Alts Study Scoping		20		20	4			16	16
2	**Planning & Technical Exploration**	*60*	*92*	*0*	*168*	*120*	*0*	*8*	*191*	*167*
		$16,490	$26,107	$0	$31,475	$26,183	$0	$2,800	$52,525	$29,225
2.1	Parameters, Benefits, Costs		20		40				50	50
2.2	Planning/Evaluation Framework		12		28				25	25
2.3	Ridership Modeling					120			16	12
2.4	Strategy Considerations		60		100			8	100	80
3	**Partner Engagement & Public Outreach**	*0*	*52*	*8*	*112*	*8*	*32*	*24*	*60*	*260*
		$0	$14,756	$1,669	$20,983	$1,746	$3,367	$8,400	$16,500	$45,500
3.1	Partner Engagement		20		80			8	20	40
3.2	Public Outreach		32	8	32	8	32	16	40	220
4	**Strategic Case Phase Documentation**	*36*	*48*	*4*	*48*	*16*	*16*	*80*	*80*	*240*
		$10,132	$13,621	$835	$8,993	$3,491	$1,683	$28,000	$22,000	$42,000
4.1	Strategic Case Document		24	2	24	8	8	40	40	120
4.2	Strategy Groundwork Document		24	2	24	8	8	40	40	120

Geary/19th Strategic Case Appropriation Budget

20-month period (5/2022-12/2023)

		SFMTA							SF Planning Staff			SF Planning Consultant
		$223	$191	$164	$274	$209	$201	$149	$223	$191	$164	$200
Task	**Scope**	5290 Planner (Manager)	5289 Planner (Senior)	5288 Planner	5211 Engineer Manager	5207 Engineer Staff	5408 Outreach Manager	1312 Outreach Staff	5290 Planner (Manager)	5289 Planner (Senior)	5288 Planner	Technical Staff
1	**Project Management**	*136*	*56*	*0*	*0*	*0*	*0*	*0*	*72*	*0*	*0*	*0*
		$30,372	$10,685	$0	$0	$0	$0	$0	$16,080	$0	$0	$0
1.1	Project Administration	80	32						24	0	0	0
1.2	Project Charter	16	8						8	0	0	0
1.3	Alts Study Scoping	40	16						40	0	0	0
2	**Planning & Technical Exploration**	*160*	*64*	*32*	*4*	*4*	*0*	*0*	*44*	*40*	*8*	*120*
		$35,732	$12,211	$5,239	$1,098	$835	$0	$0	$9,826	$7,632	$1,310	$24,000
2.1	Parameters, Benefits, Costs	40	8	8					8	0	0	0
2.2	Planning/Evaluation Framework	32	8	8					8	0	0	0
2.3	Ridership Modeling	8	8						8	0	0	0
2.4	Strategy Considerations	80	40	16	4	4			20	40	8	120
3	**Partner Engagement & Public Outreach**	*112*	*72*	*16*	*0*	*0*	*8*	*16*	*48*	*0*	*0*	*0*
		$25,013	$13,737	$2,619	$0	$0	$1,606	$2,389	$10,720	$0	$0	$0
3.1	Partner Engagement	80	40	16					32	0	0	0
3.2	Public Outreach	32	32				8	16	16	0	0	0
4	**Strategic Case Phase Documentation**	*80*	*40*	*0*	*4*	*4*	*4*	*4*	*16*	*0*	*0*	*8*
		$17,866	$7,632	$0	$1,098	$835	$803	$597	$3,573	$0	$0	$1,600
4.1	Strategic Case Document	40	20						8	0	0	0
4.2	Strategy Groundwork Document	40	20		4	4	4	4	8	0	0	8

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary/19th Ave Subway Strategic Case
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$802,264	**Total PROP K Recommended**	$802,264

SGA Project Number:		**Name:**	Geary/19th Ave Subway Strategic Case - SFCTA
Sponsor:	San Francisco County Transportation Authority	**Expiration Date:**	06/30/2024
Phase:	Planning/Conceptual Engineering	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-116	$69,495	$386,778	$100,883	$0	$0	$557,156

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, a summary of outreach performed including feedback received, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of Task 1.3, Alternatives Study Preparation (anticipated by June 2022), provide Alternatives Study Draft Scope of Work.

3. Upon completion of Task 2, Initial Planning and Technical Exploration (anticipated June 2023), provide Land Use Planning Strategic Assessment.

4. At start of Task 3, Partner Engagement and Public Outreach (anticipated December 2022), provide the Public Outreach Plan.

5. Upon completion of Task 3 (anticipated June 2023), provide Public Outreach Summary Report.

6. Upon completion of Task 4 (anticipated October 2023), provide Draft Strategic Case and Strategy Groundwork documents, and present them to the CAC and Board for approval.

Special Conditions

1. The recommended appropriation is contingent upon amendment of the Prop K Transit Enhancements 5YPP. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Geary/19th Ave Subway Strategic Case - SFMTA
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2024
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-116	$21,250	$100,000	$49,117	$0	$0	$170,367

Deliverables

1. SFMTA staff shall provide quarterly progress reports describing work performed in the prior quarter, work anticipated to be performed in the upcoming quarter and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Transit Enhancements 5YPP. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Geary/19th Ave Subway Strategic Case - SF Planning
Sponsor:	Department of City Planning	Expiration Date:	06/30/2024
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-116	$9,323	$65,418	$0	$0	$0	$74,741

Deliverables

1. Planning Department staff shall provide quarterly progress reports describing work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. At least 3 months prior to completion of Task 2 (anticipated by June 2023) the Planning Department will develop an Initial Land Use Planning Assessment and Anti-Displacement Approach and submit it to the Transportation Authority project manager.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Transit Enhancements 5YPP. See attached 5YPP amendment for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary/19th Ave Subway Strategic Case
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$802,264

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Andrew Heidel	Anna LaForte
Title:	Principal Transportation Planner	Deputy Director for Policy & Programming
Phone:	(415) 701-4803	(415) 522-4805
Email:	andrew.heidel@sfcta.org	anna.laforte@sfcta.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Other Transit Enhancements - (EP-16)
Programming and Allocations to Date
Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder [3, 9]	Any	Programmed			$300,000			$300,000
SFMTA	M Oceanview Transit Reliability and Mobility Improvements [9]	PS&E	Pending				$700,000		$700,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) [4]	CON	Programmed			$0			$0
TBD	Transit Enhancements - Placeholder [4]	CON	Programmed			$2,750,000			$2,750,000
BART	Market St. / Balboa Park New Elevator Master Plan [5]	PLAN/ CER	Programmed						$0
BART	Elevator Renovation Program [5]	PS&E	Programmed			$500,000			$500,000
SFMTA	Muni Subway Expansion (19th Ave M-line) [1, 6]	PLAN/ CER	Programmed						$0
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6, 7]	PLAN/ CER	Planned			$514,232			$514,232
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) [6]	PLAN/ CER	Planned				$2,027,710		$2,027,710
SFMTA	Muni Subway Expansion Project Development [1, 7]	PLAN/ CER	Allocated	$965,948					$965,948
SFMTA, SFCTA	Muni Metro Core Capacity Study [7]	PLAN/ CER	Pending (Prior)			$1,150,000			$1,150,000
SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case [8]	PLAN/ CER	Pending			$801,716			$801,716
			Total Programmed in 2019 5YPP	$965,948	$0	$6,015,948	$2,727,710	$0	$9,709,606
			Total Allocated and Pending	$965,948	$0	$1,951,716	$700,000	$0	$3,617,664
			Total Unallocated	$0	$0	$4,064,232	$2,027,710	$0	$6,091,942
			Total Programmed in 2021 Strategic Plan	$965,948	$0	$5,750,000	$2,027,710	$0	$8,743,658
			Deobligated Funds			$965,948	$0	$0	$965,948
			Cumulative Remaining Programming Capacity	$0	$0	$700,000	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

1 Strategic Plan and 5YPP amendments to accommodate allocation of $965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).
Muni Subway Expansion (19th Ave M-line): Reduced by $965,948 in FY2020/21 planning funds from $2,744,300 to $1,778,352
Muni Subway Expansion Project Development: Added project with $965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.

2 Strategic Plan and 5YPP amendments to the Purchase Additional Light Rail Vehicles category (LPP-13) to accommodate allocation of $90,661 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
Light Rail Vehicle Procurement: Advance $90,661 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will be complete in FY2021/22.

3 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution 22-020 12/7/2021)

4 5YPP amendment to reprogram $2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.

5 5YPP amendment to reprogram $500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22

6 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
Muni Subway Expansion Project Development: Reduce $1,778,352 to $0 in FY2020/21
Reprogram $1,749,358 in deobligated funds from Geneva Harney BRT environmental phase
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with $1,500,000 in FY2021/22 and $2,027,710 in FY2022/23 planning funds.

7 5YPP amendment to accommodate funding for Muni Metro Core Capacity Study (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $184,052 from $1,500,000 to $1,315,948.
Cumulative Remaining Programming Capacity: Reduced from $965,948 to $0; these funds were deobligated from Muni Subway Expansion Project Development.consistent
Muni Metro Core Capacity Study: Add project with $1,150,000 in FY2021/22.

8 5YPP amendment to accommodate Geary/19th Ave Subway Strategic Case (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by $801,716 from $1,315,948 to $514,232.
Geary/19th Ave Subway Strategic Case: Added project with $801,716 in FY2021/22.

9 Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project
NTIP Placeholder (carryover): Reduce from $1,000,000 to $300,000 in FY2021/22.
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with $700,000 in FY2023/24.

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San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Pedestrian & Bicycle Facility Maintenance
Current PROP K Request:	$400,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, plastic traffic channelizers along buffered bikeways will be replaced.

Detailed Scope, Project Benefits and Community Outreach

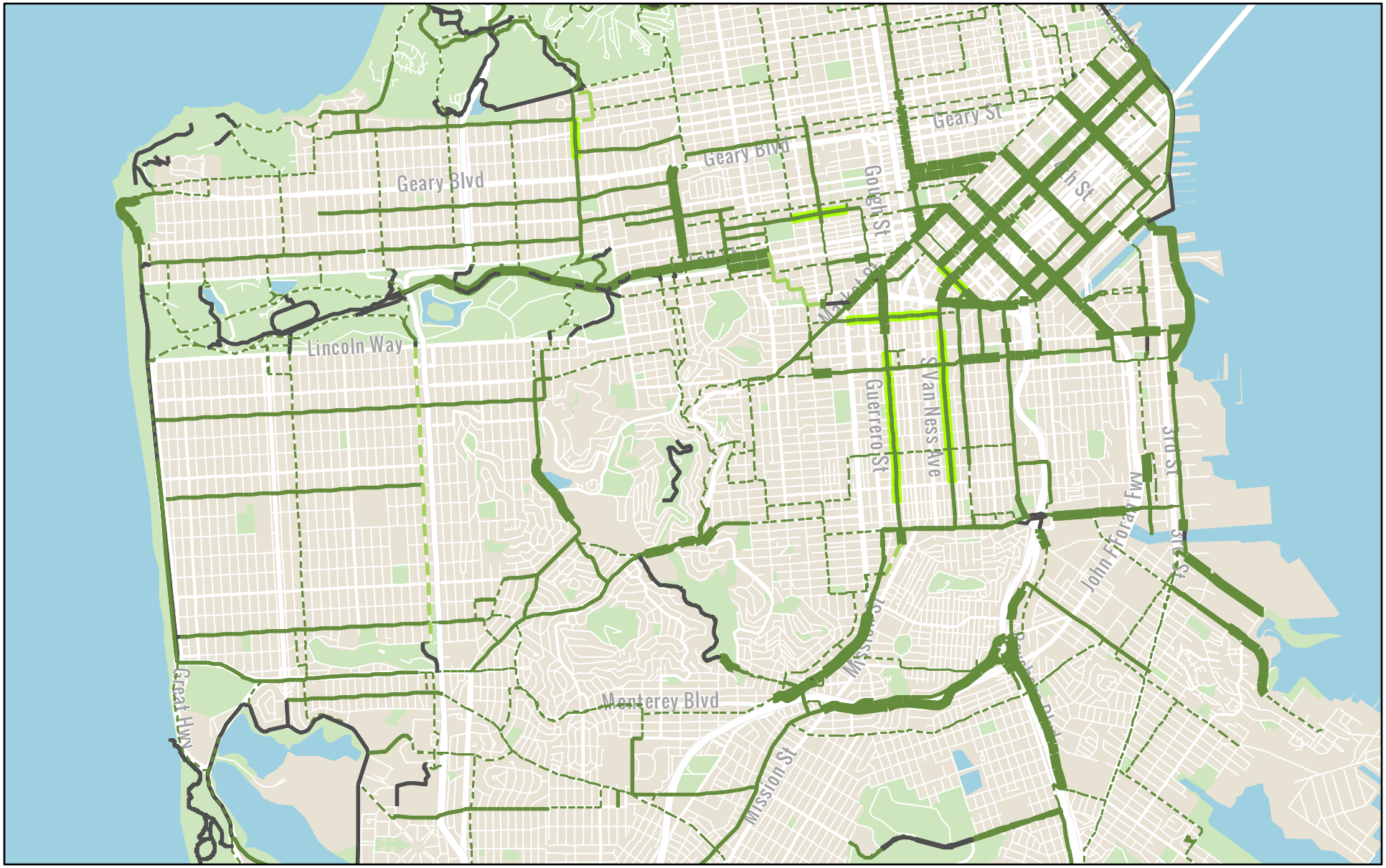
The San Francisco Municipal Transportation Agency requests $400,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop K funds from this project will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

San Francisco Bikeway Network



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Bikeway Network

Separated Bikeway

Bike Lane

Neighborway

Bike Route

Bike Path

Green Wave Street (Timed for 13 MPH)

SFMTA

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	$400,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Jan-Feb-Mar	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Design work scheduled above refers to SFMTA engineering support during construction.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-137: Pedestrian & Bicycle Facility Maintenance	$0	$400,000	$0	$400,000
Phases In Current Request Total:	$0	$400,000	$0	$400,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$400,000	$400,000	Previous work
Operations	$0		
Total:	$400,000	$400,000	

% Complete of Design:	0.0%
As of Date:	02/08/2022
Expected Useful Life:	10 Years

Transportation Authority Allocation Request Form

Major Line Item Budget - Bicycle Facility Maintenance 2022

Item	Amount
Design Engineering (SFMTA)	$85,000
Construction - Materials (SFMTA)	$99,500
Construction - Labor (SFMTA Paint Shop)	$215,000
City Attorney Office Fees	$500
Project Total	**$400,000**

Unit Costs - Materials + Installation

Material	Quantity	Cost
12" Crosswalk Lines / Stop Bars	Lin Ft	$8.57
4" Broken White or Yellow	Lin Ft	$2.44
4" Solid White or Yellow	Lin Ft	$4.29
6" Broken White	Lin Ft	$3.53
6" Solid White	Lin Ft	$5.36
8" Broken White or Yellow	Lin Ft	$4.83
8" Solid White or Yellow	Lin Ft	$6.29
Raised Pavement Markers (White or Yellow)	Each	$19.65
Green Thermoplastic Markings	Sq Ft	$21.45
Traffic Lane Delineators	Each	$150.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$400,000	**Total PROP K Recommended**	$400,000

SGA Project Number:		**Name:**	Bicycle Facility Maintenance
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-137	$0	$200,000	$160,000	$40,000	$0	$400,000

Deliverables

1. Quarterly progress reports (QPRs) shall report on the locations where maintenance was performed, and the types and quantities of bicycle facility improvements (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop K funds during the preceding quarter, the locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of existing conditions, work being performed and/or of completed, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$400,000

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
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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 9

DATE: March 24, 2022

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 4/12/2022 Board Meeting: Allocate $645,108 and Appropriate $557,156 in Prop K Funds, with Conditions, for Two Requests

RECOMMENDATION ☐ Information ☒ Action	☒ Fund Allocation
Allocate $400,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:	☒ Fund Programming
1. Bicycle Facility Maintenance	☐ Policy/Legislation
Appropriate and Allocate $802,264, with conditions for:	☐ Plan/Study
2. Geary/19th Ave Subway Strategic Case (SFCTA: $557,156; SFMTA: $170,367; SF Planning: $74,741)	☐ Capital Project Oversight/Delivery
SUMMARY	☐ Budget/Finance
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.	☐ Contract/Agreement
	☐ Other: _____

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 $1,202,264 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

Sufficient funds are included in the proposed Fiscal Year 2021/22 budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its March 23, 2022 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2021/22
- Attachment 5 – Allocation Request Forms (2)