| | |
|---|---|
| **From:** | Carroll, John (BOS) |
| **To:** | Wylie Hughs |
| **Cc:** | Equity MUNI; Board of Supervisors, (BOS) |
| **Subject:** | RE: File No. 210748 |
| **Date:** | Friday, November 5, 2021 10:21:00 AM |
| **Attachments:** | image001.png |

Thank you for your message. I'm adding your communication to the file for this hearing, and by copy of this email to the board.of.supervisors@sfgov.org email address, your message will be forwarded to the full membership of the Board of Supervisors for this information.

Best to you,

**John Carroll**
**Assistant Clerk**
Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415) 554-4445

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**From:** Wylie Hughs <hughs.wylie@gmail.com>
**Sent:** Thursday, November 4, 2021 7:48 AM
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>
**Cc:** Equity MUNI <equitywithmuni@gmail.com>
**Subject:**

> sources.

I am writing regarding Item 3 at today's Government Audit and Oversight Committee in support of:

(1) Urgent restoration of all services to pre-pandemic levels; and
(2) Robust engagement with communities before making any changes to our services.

SFMTA's commitment to these two community demands will help build our trust in SFMTA so we can work together to find solutions to MUNI's problems.

Thank you.

--
**Wylie Hughs**
925.330.4427
hughs.wylie@gmail.com

| | |
|---|---|
| **From:** | Carroll, John (BOS) |
| **To:** | Nayeli Maxson |
| **Cc:** | equitywithmuni@gmail.com; Board of Supervisors, (BOS) |
| **Subject:** | RE: Public Comment for GAO Meeting Item 3 11-4-2021 - File No. 210748 |
| **Date:** | Friday, November 5, 2021 10:20:00 AM |
| **Attachments:** | image001.png |

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-----Original Message-----
From: Nayeli Maxson <nayelimax@gmail.com>
Sent: Thursday, November 4, 2021 7:08 AM
To: Carroll, John (BOS) <john.carroll@sfgov.org>
Cc: equitywithmuni@gmail.com
Subject: Public Comment for GAO Meeting Item 3 11-4-2021

SF Board of Supervisors GAO Committee Members,

I am writing regarding Item 3 at today's Government Audit and Oversight Committee in support of: (1) Urgent restoration of all services to pre-pandemic levels; and (2) Robust engagement with communities before making any changes to our services.

SFMTA's commitment to these two community demands will help build our trust in SFMTA so we can work together to find solutions to MUNI's problems.

I'm a mom of two little kids trying to live car-free in this city I grew up in. And it's not easy. Given our climate crisis, record wealth inequality, and ongoing street safety issues due to vehicles, we must restore Muni service! Not only for local neighborhood equity, but also global carbon equity, we must encourage community members to use non-vehicle transit wherever possible. Now is a critical time to double down on public transit, and to listen to transit riders, families, neighborhood organizations, workers organizations, and climate justice community members' voices!

Thank you.
Nayeli

Nayeli Maxson Velázquez
415-533-9302

| | |
|---|---|
| **From:** | Carroll, John (BOS) |
| **To:** | Betsy Haibel |
| **Cc:** | equitywithmuni@gmail.com; Board of Supervisors, (BOS) |
| **Subject:** | RE: Public Comment for GAO Meeting Item 3 11-4-2021 - File No. 210748 |
| **Date:** | Friday, November 5, 2021 10:14:00 AM |
| **Attachments:** | image001.png |

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**From:** Betsy Haibel <betsy.haibel@gmail.com>
**Sent:** Wednesday, November 3, 2021 3:19 PM
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>
**Cc:** equitywithmuni@gmail.com
**Subject:** Public Comment for GAO Meeting Item 3 11-4-2021

> sources.

Hi there,

I'm a disabled SF resident who relies on public transit to get around. I live near both the J and the 23. While I am lucky in that none of my essential activities of daily living are impeded by the continuing transit shutdowns, those lines being partly out of commission does add stress to my life and does make some recreational activities (such as visiting the Zoo or Ocean Beach) inaccessible.

I want to be understanding of budget necessities in the light of COVID, but as we emerge from the worst of the pandemic the failure to restore full MUNI service is starting to seem like MUNI management is trying to ram through service cuts as a fait accompli without sufficient public consultation.

I am frustrated that MUNI seems to be treating transit access as a luxury rather than a necessity. Not everyone has access to transit alternatives. There are disabilities that affect one's ability to drive or bike, and those disabilities sometimes mean that no one in my household is able to drive or bike. While we are lucky enough to be in a financial position that allows us to use taxis in these circumstances, with housing prices in the city so high it is not reasonable to assume that everyone is in that position. Lack of access to public transit is a significant equity issue -- can you imagine being as permanently unable to move around the world as we all were during the early days of shelter-in-place?

--Betsy

| | |
|---|---|
| **From:** | Carroll, John (BOS) |
| **To:** | Dee Seligman |
| **Cc:** | Board of Supervisors, (BOS) |
| **Subject:** | RE: Public Comment for GAO Meeting Item 3 11-4-2021 - File No. 210748 |
| **Date:** | Friday, November 5, 2021 10:14:00 AM |
| **Attachments:** | image001.png |

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**From:** Dee Seligman <deesel91@gmail.com>
**Sent:** Wednesday, November 3, 2021 3:17 PM
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>
**Subject:** Public Comment for GAO Meeting Item 3 11-4-2021

As a resident who uses MUNI #21, I am optimistic that the Supervisors will encourage SFMTA to do the following two things:

(1) Restore all services to pre-pandemic levels; (2) Engage in robust engagement with communities before making any changes to the services they offer.

There is a lot of skepticism about SFMTA and lots of misinformation about how they make decisions. Doing these two steps will allay that skepticism and help us all to move forward to have reasonable, accessible, and sufficient public transportation. It's possible that services will be more limited, but if they remain with the same routes, no one will feel unserved.

Thank you!

Dee Seligman
*D5 resident*

| | |
|---|---|
| **From:** | Carroll, John (BOS) |
| **To:** | Marc Norton |
| **Cc:** | equitywithmuni@gmail.com; Jonathan Streeter; case-admin-sf; Board of Supervisors, (BOS) |
| **Subject:** | RE: Public Comment for GAO Meeting, Item #3 (11-4-2021) - File No. 210748 |
| **Date:** | Friday, November 5, 2021 10:13:00 AM |
| **Attachments:** | image001.png |

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Best to you,

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**From:** Marc Norton <nortonsf@protonmail.com>
**Sent:** Wednesday, November 3, 2021 2:55 PM
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>
**Cc:** equitywithmuni@gmail.com; Jonathan Streeter <TellMuni@sfmta.com>; case-admin-sf <case-admin-sf@sfmta.com>

**Subject:** Public Comment for GAO Meeting, Item #3 (11-4-2021)



The SFMTA must restore all MUNI services to pre-pandemic levels, now.

Before making any changes to MUNI lines as they existed before the pandemic, the SFMTA must engage in real consultation with the public. They need to STOP holding phony hearings and stupid surveys that are designed to get a preordained result.

For example, I have been asking Mr. Streeter for data to justify the removal of downtown service from the J-Church line. So far, he has has made assertions about alleged improvements in service, but has ignored my requests to provide the data used to back up these dubious claims.

San Francisco and the Bay Area need reliable, safe, accessible and affordable public transportation that gets people where they need to go. Right now, we don't have that.

In my opinion, the SFMTA should be elected by the people of San Francisco.

Marc Norton
Marc Norton Online
468 - 29th Street
(415) 648-2535 (landline)
65-year MUNI rider

| | |
|---|---|
| **From:** | anastasia Yovanopoulos |
| **To:** | Preston, Dean (BOS) |
| **Cc:** | Mandelman, Rafael (BOS); Chan, Connie (BOS); Carroll, John (BOS); Kennedy, Sean (MTA); mtaboard@sfmta.com; CAC |
| **Subject:** | RE: Muni on Thursday Nov 4th- Government Audit and Oversight Committee |
| **Date:** | Tuesday, November 2, 2021 12:48:01 PM |



Dear Supervisor Dean Preston and GOA Committee members,

Thank you for engaging with transit dependent Muni riders from communities throughout the city and for your leadership in waging a campaign to advocate for full restoration of service on all Muni lines.

As a member of the J-Church Work group, I am grateful the Government Oversight and Audit Committee will continue to hold SFMTA officials to account at the Nov. 4th hearing re: De Facto Route Abandonment and Service Restoration for Muni Buses, Trains, and Cable Cars.

J-Church riders are overwhelmingly opposed to a truncated J-Church route, ending with a "forced transfer at Church/Market Streets, because the J-Church no longer continues it's route from Balboa to Embarcadero station and back, through the subway tunnel. Having to navigate traffic to get across tracks and cracked pavement at a this "high injury network" intersection to transfer, presents huge challenges for seniors, families with young children, and persons with mobility issues.

My concern is that SFMTA will potentially abandon the J- Church line, and will seek to keep the truncated service and dismiss the problem, even though SFMTA stated priorities are to:

- Center concerns of persons with disabilities and seniors
- Prioritize coverage over frequency

Option #1, (the choice offered by SFMTA, to keep J Church service as it currently exists) is inconsistent with both of those stated priorities, whereas Option #2 (running 4 trains per hour for the full service route, in both directions) advances both of them.

I am asking you to pursue a line of questioning at the hearing on Thursday to ask when SFMTA anticipates restoring the J Church, Option #2.

If Option Two were implemented, the number of trains per hour in the subway would still be less than 60% of pre-pandemic levels, There is ample capacity to restore the J Church to the subway without exceeding the limit of 30 trains per hour supported by SFMTA's analysis.

My sincere thanks for your attention to this matter,

Respectfully,
Anastasia Yovanopoulos
#D8 senior,  J-Church Work Group member

| Route | Route Name | Short or Long? | In Service in August 2021? | 2020 GSU Weekday Time Span | 2020 GSU Weekday Peak Headway |
|---|---|---|---|---|---|
| 59 | PM - Powell-Mason Cable Car | --- | No | 6:30a-12:30a | 8 |
| 60 | PH -Powell-Hyde Cable Car | --- | No | 6:00a-12:20a | 8 |
| 61 | C - California Street Cable Car | --- | No | 6:20a-12:30a | 6 |
| E | Embarcadero | --- | No | 11:30a-5:50p | 25 |
| F | Market & Wharves | --- | Yes | 5:50a-12:30a | 9 |
| J | Church | --- | Yes | 5:10a-12:10a | 9 |
| K | Ingleside | --- | Yes | 4:40a-12:20a | 8 |
| L | Taraval | --- | Yes | 24 hrs*-24 hrs* | 9 |
| M | Ocean View | --- | Yes | 4:50a-12:10a | 9 |
| N | Judah | --- | Yes | 24 hrs*-24 hrs* | 7 |
| NX | Judah Express | --- | No | 6:30-9:00 am, 4:00-7:00 pm | 8 |
| T | Third Street | --- | Yes | 4:40a-12:10a | 8 |
| S | Shuttle | | Yes | | |
| 1 | California *East of Presidio Ave* | | Yes | 5:20a-12:30a | 4 |
| 1 | California *West of Presidio Ave* | | Yes | 4:40a-1:15a | 5 |
| 1AX | California A Express | --- | No | 6:45-10:00a, 4:00-7:00p | 10 |
| 1BX | California B Express | --- | No | 6:45-10:00a, 4:00-7:00p | 7 |
| 2 | Clement *East of Presidio Ave* | Short | No | 6:25a-7:15p | 8 |
| 2 | Clement *West of Presidio Ave* | Long | No | 6:50a-7:15p | 15 |
| 3 | Jackson | --- | No | 6:35a-11:30p | 15 |
| 5 | Fulton* | --- | Yes | 24 hrs*-24 hrs* | 9 |
| 5R | Fulton Rapid | --- | Yes | 7:00a-7:05p | 6 |
| 6 | Haight-Parnassus | --- | No | 6:15a-12:20a | 10 |
| 7 | Haight Noriega* | --- | Yes | 6:15a-12:10a | 12 |
| 7X | Noriega Express | --- | No | 6:25-8:30a, 3:50-6:20p | 8 |
| 8 | Bayshore* | --- | Yes-Note | 5:30a-12:10a | 7 |
| 8AX | Bayshore A Express | --- | No | 6:30-10:30a, 3:30-6:50 | 5 |
| 8BX | Bayshore B Express | --- | No | 6:30-9:30a, 3:30-6:50p | 6 |
| 9 | San Bruno* | --- | Yes | 5:30a-12:10a | 12 |
| 9R | San Bruno Rapid* | --- | Yes | 6:20a-7:00p | 9 |
| 10 | Townsend | --- | No | 5:55a-11:45p | 15 |
| 12 | Folsom-Pacific | --- | Yes | 6:10a-11:30p | 15 |
| 14 | Mission *North of Lowell* | Short | Yes | 24 hrs-24 hrs | 8 |
| 14 | Mission *South of Lowell* | Long | Yes | 24 hrs-24 hrs | 9 |
| 14R | Mission Rapid* | --- | Yes | 6:50a-6:00p | 8 |
| 14X | Mission Express | --- | No | 6:20-10:05a, 3:00-6:40 | 8 |
| 18 | 46th Ave | --- | Yes | 5:40a-12:00a | 20 |
| 19 | Polk | --- | Yes | 5:20a-12:45a | 15 |
| 21 | Hayes | --- | No | 5:40a-11:50p | 7 |

| | | | | | |
|---|---|---|---|---|---|
| 22 | Fillmore | --- | Yes | 24 hrs-24 hrs | 7 |
| 23 | Monterey | --- | Yes | 5:45a-11:30p | 20 |
| 24 | Divisadero | --- | Yes | 24 hrs*-24 hrs* | 9 |
| 25 | Treasure Island | --- | Yes | 24 hrs-24 hrs | 10 |
| 27 | Bryant | --- | Yes | 5:45a-12:40a | 15 |
| 28 | 19th Avenue | --- | Yes | 5:20a-12:20a | 10 |
| 28R | 19th Avenue Rapid* | --- | No | 7:00a-7:00p | 10 |
| 29 | Sunset | --- | Yes | 5:55a-12:10a | 10 |
| 30 | Stockton *East of Van Ness* | Short | Yes | 5:30a-12:05a | 6 |
| 30 | Stockton *West of Van Ness* | Long | Yes | 5:00a-12:25a | 8 |
| 30X | Marina Express | --- | No | 6:05-9:50a, 3:40-7:00p | 6 |
| 31 | Balboa | --- | No | 5:30a-12:00a | 12 |
| 31AX | Balboa A Express | --- | No | 6:50-9:05a, 4:00-7:00p | 10 |
| 31BX | Balboa B Express | --- | No | 6:40-9:05a, 4:00-7:00p | 10 |
| 33 | Ashbury-18th St | --- | Yes | 6:00a-12:30a | 15 |
| 35 | Eureka | --- | Yes | 7:20a-11:00p | 15 |
| 36 | Teresita | --- | Yes | 6:15a-10:50p | 30 |
| 37 | Corbett | --- | Yes | 6:15a-11:15p | 15 |
| 38 | Geary *East of 33rd Ave* * | Short | Yes | 24 hrs-24 hrs | 8 |
| 38 | Geary W*est of 33rd Ave* * | Long | Yes | 24 hrs-24 hrs | 15 |
| 38R | Geary Rapid | --- | Yes | 6:40a-8:05p | 4 |
| 38AX | Geary A Express | --- | No | 6:50-9:05a, 4:00-7:00p | 10 |
| 38BX | Geary B Express | --- | No | 6:45-9:05a, 4:00-7:00p | 10 |
| 39 | Coit | --- | Yes | 9:20a-7:00p | 20 |
| 41 | Union | --- | No | Inbound: 5:00-9:25a, 4:10-6:35p<br>Outbound: 5:30-8:40a, 3:30-7:25p | 5 |
| 43 | Masonic | --- | Yes | 5:15a-12:30a | 9 |
| 44 | O'Shaughnessy* | --- | Yes | 24 hrs*-24 hrs* | 8 |
| 45 | Union - Stockton | --- | Yes | 6:20a-12:20a | 8 |
| 47 | Van Ness | --- | No | 6:00a-12:40a | 8 |
| 48 | Quintara - 24th St* | --- | Yes | 24 hrs*-24 hrs* | 10 |
| 49 | Van Ness - Mission | --- | Yes | 5:40a-12:10a | 8 |
| 52 | Excelsior | --- | Yes | 6:20a-11:00p | 20 |
| 54 | Felton | --- | Yes | 5:50a-12:10a | 20 |
| 55 | 16th Street | --- | Yes | 6:00a-12:00a | 15 |
| 56 | Rutland | --- | Yes | 7:15a-9:00p | 30 |
| 57 | Parkmerced | --- | Yes | 5:00a-11:05p | 20 |
| 66 | Quintara | --- | Yes | 6:00a-11:00p | 20 |
| 67 | Bernal Heights | --- | Yes | 6:15a-11:00p | 20 |
| 76X | Marin Headlands | --- | No | - | 0 |
| 81X | Caltrain Express | --- | No | Inbound: 6:50a-9:10a | 0 |
| 82X | Levi Plaza Express | --- | No | 6:00-9:10a, 3:40-6:05p | 15 |

| | | | | | |
|---|---|---|---|---|---|
| 83X | Midtown Express | --- | Eliminated | 7:10-10:50a, 4:00-7:50 | 15 |
| 88 | BART Shuttle | --- | No | 6:40-8:30a, 4:10-6:30p | 20 |

Notes

*8 Bayshore is currently in service but was interlined with the 8AX and 8BX during the peaks. Includ

Metro, Cable Car, and Streetcar routes are showing train or cable car vehicle demand

| 2020 GSU Vehicle Estimate for Weekday Peak | 2020 GSU Weekday Mid-day Headway | 2020 GSU Vehicle Estimate for Mid-Day Headway | 2020 GSU Weekend Time Span | 2020 GSU 2pm Weekend Headway | 2020 GSU Vehicle Estimate for 2pm Weekend Headway |
|---|---|---|---|---|---|
| 9 | 8 | 9 | 6:30a-12:30a | 8 | 9 |
| 10 | 8 | 10 | 6:00a-12:20a | 8 | 10 |
| 7 | 8 | 7 | 6:30a-12:35a | 10 | 5 |
| 4 | 25 | 4 | 11:30a-5:50p | 25 | 4 |
| 15 | 9 | 14 | 6:10a-1:20a | 9 | 15 |
| 10 | 10 | 9 | 5:30a-12:20a | 12 | 9 |
| 46 | 10 | 40 | 5:20a-12:10a | 12 | 38 |
| 22 | 10 | 20 | 24 hrs*-24 hrs* | 12 | 9 |
| 26 | 10 | 22 | 6:30a-12:10a | 12 | 12 |
| 40 | 10 | 30 | 24 hrs*-24 hrs* | 12 | 30 |
| 9 | - | 0 | --- | 0 | 0 |
| See K | 10 | See K | 5:30a-12:10a | 12 | See K |
| 16 | | 4 | | | 1 |
| 24 | 5 | 23 | 5:20a-1:25a | 8 | 15 |
| See 1 East | 5 | See 1 East | -2:15a | 8 | See 1 East |
| 39 | - | 0 | --- | 0 | 0 |
| See 1AX | - | 0 | --- | 0 | 0 |
| 8 | 20 | 6 | 6:25a-7:20p | 20 | 6 |
| See 2 Short | 20 | See 2 Short | 6:45a-7:10p | 20 | See 2 Short |
| 12 | 20 | 4 | 6:40a-11:30p | 20 | 4 |
| 10 | 10 | 10 | 24 hrs*-24 hrs* | 10 | 13 |
| 20 | 8 | 16 | --- | 0 | 0 |
| 13 | 12 | 11 | 6:20a-12:20a | 12 | 10 |
| 13 | 12 | 13 | 6:10a-12:10a | 12 | 13 |
| 12 | - | 0 | --- | 0 | |
| 42 | 8 | 23 | 5:30a-12:10a | 8 | 21 |
| See 8 | - | See 8 | --- | 0 | |
| See 8 | - | See 8 | --- | 0 | |
| 12 | 12 | 11 | 6:10a-12:10a | 12 | 13 |
| 15 | 9 | 15 | --- | 0 | 0 |
| 11 | 15 | 10 | 6:35a-11:45p | 20 | 6 |
| 12 | 15 | 11 | 6:00a-11:30p | 20 | 7 |
| 20 | 9 | 17 | 24 hrs-24 hrs | 10 | 15 |
| See 14 South | 9 | See 14 South | 24 hrs-24 hrs | 10 | See 14 South |
| 18 | 8 | 17 | 8:50a-6:00p | 12 | 12 |
| 10 | - | 0 | --- | 0 | |
| 4 | 20 | 4 | 5:40a-12:00a | 20 | 4 |
| 10 | 15 | 10 | 5:20a-12:45a | 15 | 10 |
| 14 | 12 | 8 | 6:25a-11:50p | 15 | 6 |

| | | | | | |
|---|---|---|---|---|---|
| 19 | 9 | 16 | 24 hrs-24 hrs | 10 | 13 |
| 6 | 20 | 5 | 6:10a-11:30p | 30 | 4 |
| 15 | 9 | 15 | 24 hrs*-24 hrs* | 15 | 9 |
| 4 | 20 | 2 | 24 hrs-24 hrs | 20 | 2 |
| 8 | 15 | 8 | 5:40a-12:35a | 20 | 6 |
| 15 | 10 | 13 | 5:25a-12:20a | 12 | 15 |
| 11 | 10 | 10 | --- | 0 | 0 |
| 20 | 12 | 15 | 5:50a-12:10a | 15 | 12 |
| 25 | 6 | 25 | 6:00a-12:30a | 6 | 23 |
| See 30 East | 12 | See 30 East | 5:25a-1:20a | 9 | See 30 East |
| 11 | - | 0 | --- | 0 | |
| 12 | 15 | 9 | 5:20a-12:00a | 20 | 7 |
| See 1AX | - | 0 | --- | 0 | |
| See 1AX | - | 0 | --- | 0 | |
| 9 | 15 | 9 | 6:00a-12:30a | 20 | 7 |
| 3 | 25 | 2 | 8:15a-11:00p | 25 | 2 |
| 3 | 30 | 3 | 8:25a-10:50p | 30 | 3 |
| 5 | 20 | 4 | 8:10a-11:15p | 30 | 3 |
| 18 | 8 | 17 | 24 hrs-24 hrs | 8 | 16 |
| See 38 East | 15 | See 38 East | 24 hrs-24 hrs | 15 | See 38 East |
| 28 | 6 | 20 | 9:20a-6:30p | 8 | 14 |
| See 1AX | - | 0 | --- | 0 | |
| See 1AX | - | 0 | --- | 0 | |
| 2 | 20 | 2 | 9:20a-7:00p | 20 | 2 |
| 14 | - | 0 | --- | 0 | |
| 22 | 12 | 16 | 5:40a-12:30a | 15 | 13 |
| 23 | 12 | 13 | 24 hrs*-24 hrs* | 15 | 10 |
| 13 | 12 | 9 | 6:10a-12:15a | 9 | 12 |
| 17 | 9 | 14 | 6:05a-12:35a | 10 | 12 |
| 13 | 15 | 10 | 24 hrs*-24 hrs* | 20 | 5 |
| 20 | 9 | 18 | 5:50a-12:10a | 10 | 16 |
| 4 | 30 | 2 | 8:00a-11:00p | 30 | 2 |
| 8 | 20 | 8 | 5:50a-12:10a | 20 | 7 |
| 3 | 15 | 3 | 6:00a-12:00a | 20 | 2 |
| 1 | 30 | 1 | 8:10a-9:00p | 30 | 1 |
| 5 | 20 | 5 | 7:15a-11:00p | 20 | 5 |
| 2 | 20 | 2 | 8:10a-11:00p | 20 | 2 |
| 4 | 20 | 2 | 8:15a-11:00p | 20 | 2 |
| 0 | 0 | 0 | To Marin: 9:30a-5:00p; to S.F.: 10:30a - 6:30p | 60 | 2 |
| | 0 | | --- | 0 | |
| 3 | - | 0 | --- | 0 | |

| | | | | | |
|---|---|---|---|---|---|
| 2 | - | 0 | --- | 0 | |
| 1 | - | 0 | --- | 0 | |

ed for reference to vehicle demand for 8AX/8BX expresses

| ask | Task Name | Subtask | Subtask | Rates | $275.00 | $147.00 | $109.00 | $99.00 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Walker | Proj. Mgr. | Planner | Analysts | JWA_Subto | JWA_Labor | JWA_Direc | Gurus | Civic Edge | F&P markup | TOTAL |
| 0 | Project Management | | 0. | | 6 | 12 | 2 | 0 | 20 | $3,632.00 | $ - | | | $ 436 | $4,067.84 |
| 1 | Expert Panel Workshop | | 1. | | 12 | 16 | 8 | 4 | 40 | $6,920.00 | $ - | $ 15,000 | | $ 2,630 | $24,550.40 |
| 2 | Post COVID System Alternatives | | 2. | | 84 | 90 | 174 | 181 | 529 | $73,215.00 | $ 600 | | | $ 8,858 | $82,672.80 |
| 3 | Communications Tools | | 3. | | 48 | 78 | 114 | 130 | 370 | $49,962.00 | $ - | | $ 40,000 | $ 10,795 | $100,757.44 |
| 4 | Recommended Network | | 4. | | 40 | 40 | 48 | 48 | 176 | $26,864.00 | | | | $ 3,224 | $30,087.68 |
| 5 | System Evaluation | | 5. | | 134 | 242 | 346 | 378 | 1100 | $147,560.00 | $ 2,400 | | | $ 17,995 | $167,955.20 |
| 6 | SFMTA Staff Training | | 6. | | 40 | 96 | 58 | 42 | 236 | $35,592.00 | | | | $ 4,271 | $39,863.04 |
| | | | | | 364 | 574 | 750 | 783 | TOTAL | $343,745.00 | $3,000.00 | $15,000.00 | $40,000.00 | $48,209.40 | **$449,954.40** |

**From:** Boland, Steve
**To:** Kennedy, Sean M; Jarrett Walker
**Cc:** michelle@jarrettwalker.com
**Subject:** Canceled: Workshop prep
**Importance:** High

---

Jarrett, Sean says the 8:30 meeting can just be internal, so see you at 9.

**From:** Jarrett Walker
**To:** Boland, Steve
**Cc:** Michelle Poyourow; Eric Womeldorff; Kennedy, Sean M
**Subject:** Fwd: SFMTA Post Covid Network: Expert Advice Task
**Date:** Tuesday, June 15, 2021 3:24:44 PM

---

EXT

Steve

I sent this to Sean a week ago. Now that you're the PM I thought I'd prod again to make sure this doesn't slip too much.

Cheers, Jarrett

---------- Forwarded message ---------
From: **Jarrett Walker** <jarrett@jarrettwalker.com>
Date: Mon, Jun 7, 2021 at 2:38 PM
Subject: SFMTA Post Covid Network: Expert Advice Task
To: Sean M Kennedy <Sean.Kennedy@sfmta.com>
Cc: Michelle Poyourow <michelle@jarrettwalker.com>, Julie B Kirschbaum <julie.kirschbaum@sfmta.com>, Eric Womeldorff <E.Womeldorff@fehrandpeers.com>

Sean cc Julie

Assuming we are about to get under contract, I need to encourage you to start thinking immediately about the Expert Advice workshop, Task 1 in our scope. Below my signature in this email I have copied the scope text for your reference.

This is a task specifically requested by SFMTA. Here are some questions we need you to reach an internal decision on, so that we know we're doing what you want:

- What information will you be presenting to these experts and exactly what kinds of expertise are needed to engage with what you're presenting?
- When dealing with competing consultants are you sure you want to put them all into one room instead of interviewing them separately (potentially without us)? Consultants are sometimes tempted to self-censor in situations where they perceive themselves to be sharing insights with their direct competitors.
- Do you really want two four-hour charrettes? This seems like a lot given how busy everyone is, but you know better what your intentions were.
- What level of diversity do you need in the experts? The BIPOC experts we know are not experts in network design, so it depends on whether that is the focus. You may know others.
- What should be our role? I would like to suggest that we at JWA have a listening role but not be speaking. You will hear our views throughout the project so the focus here should be on the other experts' views.
- Would you like us to facilitate, or would you rather that this be your own conversation with the experts?

As for people we can recommend apart from Russ I'd can think of ...

- Christof Spieler, the critical Houston METRO Board member who drove the redesign process there at the board level, also a consultant at Huitt Zollars.
- A retired expert who knows the city might be great. Bonnie Nelson comes to mind and I'd bet Jeff knows how to reach her.
- Lori Byala of Foursquare in Baltimore, who like Russ is a direct competitor of ours.

Other people who come to mind are the directors of planning at the closest peer agencies: Christine O'Claire at King Co Metro in Seattle and Sarah Ross at Translink in Vancouver. Both very smart and experienced with similar issues in similar geography.

These people all know network design so I know they'd have great things to say. You may be able to think of others. I do think SF is sufficiently unique that knowledge of the city is helpful. ... but again, we don't have a good idea for a BIPOC person who is strong on technical network planning.

I lay all of this out because I don't want to spend too much of our kickoff time on it. It's a detachable task that's not on the critical path, though its results become less relevant the longer we put it off. Above all, it's really something you asked for rather than something we proposed, so we'll need you to answer the questions above to make sure we can facilitate what you want.

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## Task 1. Post-Covid Expert Advice

This task includes a workshop with relevant experts in transit service planning and possibly transit equity. We can facilitate this workshop as desired and have budgeted for this, though it may be better that we be present as participants or even have only a spectator or questioning role. As we are competitors of some of the participants it may be more effective if we are asking questions rather than providing expertise at this event, since of course we will be providing expertise throughout the project.

Identified experts include Russ Chisholm of TMD and ourselves. We recommend that the third expert be a specialist in transit equity or transit justice. A total of $15000 in compensation is budgeted for these experts.

In the workshop staff will review the constraints and talk through a Post COVID vision to these experts. Experts will provide feedback on 1) the presented system vision 2) ideas on key metrics that should be analyzed and technical methodologies to use in developing the final plan and 3)

suggestions on methods and messages/themes that could be used to communicate to the public, elected officials and key stakeholders

Staff has proposed two four-hour charrettes for this purpose. This may be excessive, but we have budgeted for it.

Note: The project cannot wait for this event. Work must proceed on Task 2 immediately upon execution of Notice to Proceed. We will incorporate insights from the workshop as viable when they are received.

**Deliverable**:

- Workshop – as soon as possible and preferably before **June 15**.
- Summary of workshop – one week after workshop.

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**From:** Jarrett Walker
**To:** Boland, Steve
**Subject:** Fwd: Summary of today"s work.
**Date:** Monday, June 28, 2021 1:28:27 PM
**Attachments:** JW notes from Core Design.xlsx

---

EXT

Chava was in the meeting but not on the invitation. Please forward the email I just sent to her and to anyone else in that situation.

Tx J

---------- Forwarded message ---------
From: **Jarrett Walker** <jarrett@jarrettwalker.com>
Date: Mon, Jun 28, 2021 at 1:27 PM
Subject: Summary of today's work.
To: Boland, Steve <Steve.Boland@sfmta.com>, <anna.harkman@sfmta.com>, Sean M Kennedy <Sean.Kennedy@sfmta.com>, <jean.long@sfmta.com>, <matthew.lee@sfmta.com>, Michael Rhodes <michaelprhodes@gmail.com>, <travis.richards@sfmta.com>, Garcia, Jessica <jessica.garcia@sfmta.com>, Peter Lauterborn <Lauterborn@thecivicedge.com>, <tracey.lin@sfmta.com>
Cc: Michelle Poyourow <michelle@jarrettwalker.com>, PJ Houser <pj@jarrettwalker.com>, Christopher Yuen <chris@jarrettwalker.com>, Ricky Angueria <ricky@jarrettwalker.com>

Post-covid network participants.

Thanks for the great conversation this morning. This afternoon, please review the attached spreadsheet summarizing our decisions, and come tomorrow with (1) ideas for the 10 and 47 and (2) any second thoughts about the work we've done so far.

See you tomorrow at 9.

Thanks

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| | |
|---|---|
| **From:** | Jarrett Walker |
| **To:** | Kennedy, Sean M |
| **Cc:** | Kirschbaum, Julie B |
| **Subject:** | Fwd: SFMTA Post-covid network final proposed scope and budget |
| **Date:** | Thursday, April 29, 2021 2:47:54 PM |
| **Attachments:** | scope v2 20210426.pdf<br>Budget summary submitted 20210426.png |

EXT

Sean

Have you had a chance to look at this? We're working on clearing time to do this in June and July, so we're trusting you'll be able to get us started no later than June 1.

Thanks!

Jarrett

---------- Forwarded message ---------
From: **Jarrett Walker** <jarrett@jarrettwalker.com>
Date: Mon, Apr 26, 2021 at 8:53 AM
Subject: SFMTA Post-covid network final proposed scope and budget
To: Sean M Kennedy <Sean.Kennedy@sfmta.com>
Cc: Eric Womeldorff <E.Womeldorff@fehrandpeers.com>, Bob Grandy <b.grandy@fehrandpeers.com>, Julie B Kirschbaum <julie.kirschbaum@sfmta.com>

Sean

Please see attached final proposed scope and budget.

Again, we must be under contract no later than June 1 to hit these deadlines, and sooner would be better!

Cheers,

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| | Previous Pattern | Compromise concept |
|---|---|---|
| 2 and 3 | Restored as before | 2 (trolley) every 15 to Presidio. 3 gone. 12 extended to Presidio/Calif at 20. |
| 31 | Restored as before (15) | Retain at 15. East of 5th, go via 5th to Caltrain (loop 5th, L/Townsend, L/3rd, L/Harrison) |
| 21 | Restored as before (12) (to Stanyan) | Retain at 15. East end is Market, R/8th, R/Mission, R/9th etc |
| 6 | Restored as before (12) . 52 ends at Forest Hill. 66 ends at 9/Judah. | 6 every 15. Rerouted to use Stanyan instead of Ashbury. 7 long every 15. 52 ends at Forest Hill. 66 ends at 9/Judah. |
| 47 | Restored at old freq. All 49 runs short. | ? |
| 10 | Restored at old freq. | ? |

## Frequent Network concept

1 Rapid (motor) every 8. 33/Calif local to Arguello, then rapid via Calif, Divisadero, Geary to Ferry terminus. 1-Calif (trolley) runs every 4 to 4th Av turnaround.

Retain at 15. East of 5th, go via 5th to Caltrain (loop 5th, L/Townsend, L/3rd, L/Harrison)

21 Gone. (Saves parklets!). Resources shifted to 7 (see 6)

7 short to Stanyan every 10. 7 long every 10 for combined freq of 5. 52 ends at Forest Hill. New 65 every 10, offset from 66, from Haight/Stanyan like 66 to 9/Lawton, then via S/9th and like old 6 to 14/Quintara, then via 14th, Ulloa to West Portal.

?

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JARRETT WALKER + ASSOCIATES

Let's think about transit

# Memo

| | |
|---|---|
| **To:** | Sean Kennedy, SFMTA |
| **From:** | Jarrett Walker, Jarrett Walker + Associates |
| **Date:** | June 10, 2021 |
| **Subject:** | Data Request |

In order to prepare for a Core Design Workshop on June 28, 2021, we need to receive the following data by Monday, June 14, 2021.

For questions on these requests, please feel free to reach out to Ricky Angueira of our staff. Ricky can answer questions about what data formats we can read easily.

## Remix files for the full network.

We need two Remix files:

- .The pre-pandemic month matching the boardings-alightings data (see below)
- The network as it will be after August 2021.

We are relying on the accuracy of the following weekday midday information from the Remix files for the Core Design Workshop.

- Routings and route distances
- Stop locations
- Frequencies
- Speeds
- Layover requirements
- Number of buses

If you don't trust your Remix files to provide us accurate information about these things, please provide that information in another format.

## Boardings / alightings

For a typical month before the pandemic, we need boarding and alighting data by route, trip, stop, and direction. Alightings are not essential. This should be a cleaned summary of your APC data.

### Resident, job, and student data

If there is data on job, resident and student locations, at a finer level of detail, or more recent year, than Census/ACS data, and if it's easy for us to make use of quickly, we'd like to have it.

### Background Documentation

Please provide relevant documents covering:

- Recent service changes since the onset of the pandemic, and the materials you used to explain these to the public.
- Service standards and policies we need to be aware of doing this work.
- Other documents that you think we should review.

JARRETT WALKER + ASSOCIATES

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**From:** Jarrett Walker
**To:** Boland, Steve
**Cc:** Kennedy, Sean M; Michelle Poyourow; Eric Womeldorff
**Subject:** Re: 24 hour response time
**Date:** Thursday, June 10, 2021 12:33:47 PM

EXT

Thanks Steve!

Still waiting on the PO by the way!

J

On Thu, Jun 10, 2021 at 12:20 PM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Thanks Sean.
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> Jarrett, I can commit to responding on that timeline, and as I mentioned in my other message, we will respond to your data request by Monday.
>
> ---
>
> **From:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>
> **Sent:** Thursday, June 10, 2021 12:07 PM
> **To:** Jarrett Walker <jarrett@jarrettwalker.com>
> **Cc:** Michelle Poyourow <michelle@jarrettwalker.com>; Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; Boland, Steve <Steve.Boland@sfmta.com>
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Is that reasonable?

Regards

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**Jarrett Walker** • President and Principal Consultant
Jarrett Walker + Associates

1021 SE Caruthers St
Portland, OR 97214
503 208 4249
jarrett@jarrettwalker.com
www.jarrettwalker.com
www.humantransit.org

This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.

**From:** Jarrett Walker
**To:** Boland, Steve
**Cc:** Garcia, Jessica; Kennedy, Sean M
**Subject:** Re: additional changes
**Date:** Tuesday, June 29, 2021 9:12:32 PM
**Attachments:** Outlook-Macintosh .png
Outlook-Macintosh .png
Outlook-Macintosh .png
Outlook-Macintosh .png
Outlook-cid_image0.png

---

EXT

Steve cc Sean

In today's conversation, we talked through larger possibilities and then tended to agree not to be so ambitious with restructuring at this point because

1. this process is in such a hurry
2. a higher level of complexity will make everything harder to explain and thus more likely to be rejected without being understood and
3. we have another service planning process coming up in the fall that can be more ambitious.

So I'll need help understanding why, in a process where we've emphasized not opening up big redesign issues, you're insisting on the 21/31/34 package now. I expect Peter will also be very concerned about the complexity of this proposal and the difficulty explaining it to all the affected groups in the very short time we have. We can take on this complexity if it gives us great results (as I think it does with the 6 elimination in the Frequent alternative). But I don't see gain from this 21/31 idea big enough to justify dealing with all the anger you're going to stir up. Note that:

- Ridership is pretty even across the length of 31, dropping only modestly on Balboa but with many stops, especially in the business district, showing up quite strongly.
- There are lots of westbound boardings in the Tenderloin, and we don't know how far west they're going.
- There are over 200 westbound boardings/day at Eddy/Fillmore, who mostly must be going beyond the end of your 34.

This 21/31 redesign would have a far bigger negative impact on equity neighborhoods than anything else that we've discussed in this plan, because even if we retain the 15 minute frequency eastward we are disrupting trips westward from both Tenderloin and Western Addition. You could compensate with a 10 or 12 minute frequency on your 34, but that's really too much with the 5 and 38 so close. And even so, creating an unnecessary grid discontinuity -- potentially changing some one-transfer trips into two-transfer trips - is still a big impact that equity neighborhoods are likely to perceive as a loss.

So let's talk about this more.

Meanwhile, please clarify if you want 65 and 66 at the same frequency, so that they offset along Parnassus, and suggest any alternatives for the 65. Are there other ways to turn around 65 if we go a little beyond West Portal? If offset, 65 and 66 can be the same length but right now 65 is shorter, which suggests it could go a little further for free

Thanks, Jarrett

On Tue, Jun 29, 2021 at 1:31 PM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Jarrett, thanks for a great couple of workshops. As mentioned at the end today, Jessica, Sean and I had some additional thoughts following yesterday's workshop, about the 6, 21 and 31. Changes in red.
>
> | | Previous Pattern | Compromise concept | Frequent Network concept |
> |---|---|---|---|
> | | | | |

| | | | |
|---|---|---|---|
| 31 | Restored as before (15) | New 34 at 15. 21/31 Hybrid at 20 (terminate at 8/Market; transition TBD). | Retain at 15. East of 5th, go via 5th to Caltrain (loop 5th, L/Townsend, L/3rd, L/Harrison) |
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Steve Boland
Transportation Planner III
Transit Planning

SFMTA

415.646.2034

San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103

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**From:** Boland, Steve
**To:** Jarrett Walker
**Subject:** Re: Do you have a moment to talk?
**Date:** Wednesday, June 23, 2021 4:09:15 PM

---

Jarrett, talked to Sean, let's use 6:5 (vehicle count) for our peak/base ratio.

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Wednesday, June 23, 2021 1:26 PM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Subject:** Re: Do you have a moment to talk?

> EXT

Join us here: https://us02web.zoom.us/j/2647742637?pwd=SGtmeFRCcnQwSHJKQ3kyVFF6ekdiQT09

On Wed, Jun 23, 2021 at 1:25 PM Boland, Steve <Steve.Boland@sfmta.com> wrote:

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>
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> **Jarrett Walker** • President and Principal Consultant
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| **From:** | Garcia, Jessica |
| **To:** | admin@jarrettwalker.com; Boland, Steve; ricky@jarrettwalker.com; chris@jarrettwalker.com; michelle@jarrettwalker.com; pj@jarrettwalker.com; jarrett@jarrettwalker.com |
| **Cc:** | Kennedy, Sean M |
| **Subject:** | RE: JWA SFMTA workshop planning |
| **Date:** | Monday, June 28, 2021 8:22:38 PM |
| **Attachments:** | Aug 2021 & GSU 2020 Service Plan_ TimeSpan, Headways & Demand_data request.xlsx |

Apologies for my confusion last week on what was needed in Remix. Also for sending this to the wrong email address for Jarett as I realized I got a bounce back email.

Attached is an updated spreadsheet with the vehicle and headways for ALL routes from Feb 2020 (GSU 2020) on a new tab called "Feb 2020 Service Plan". We will work to get this calibrated in a remix map ASAP. The remix map I sent last week only shows the Feb 2020 service levels for the routes that are NOT running so we need to work on adding/calibrating the rest but thought it might be helpful to at least have this in a table form until then.

Jessica

---

**From:** Garcia, Jessica
**Sent:** Thursday, June 24, 2021 8:04 PM
**To:** admin@jarrettwalker.com; Boland, Steve <Steve.Boland@sfmta.com>; ricky@jarrettwalker.com; chris@jarrettwalker.com; michelle@jarrettwalker.com; pj@jarrettwalker.com
**Cc:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>
**Subject:** RE: JWA SFMTA workshop planning

Hi Everyone,

Attached is a spreadsheet with the timespans, headways and vehicle demand for the August service plan and for the routes not in service as of August based on GSU 2020 (pre-Covid) data. The remix map for the routes not in service can also be found here https://platform.remix.com/map/486c11dd?latlng=37.78978,-122.45828,10.581

I have a couple notes about the spreadsheet and the remix map.

- Vehicle Demand for Express/Peak Service
    - A number of the express routes were interlined so we only know the total vehicle demand of the "group". For example all the Richmond expresses (1A/BX, 31A/BX and 38 A/BX) are grouped together under 1AX. I've noted which this applies to in the spreadsheet. For the remix map we only entered the timespan and frequencies for grouped routes since we do not know the individual breakdown of vehicle demand to calibrate the remix map. It would take more time to get the vehicle demand broken down so wanted to get a sense of how critical it is at this point before reaching out to other teams to get the information.
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Let me know if you have any questions about the data or if I am missing something. Really appreciate the patience in getting this last piece of data sent and look forward to the workshop on Monday.

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-----Original Appointment-----
**From:** admin@jarrettwalker.com <admin@jarrettwalker.com>
**Sent:** Wednesday, June 23, 2021 2:17 PM
**To:** admin@jarrettwalker.com; Boland, Steve; ricky@jarrettwalker.com; chris@jarrettwalker.com; michelle@jarrettwalker.com; pj@jarrettwalker.com; Garcia, Jessica
**Subject:** JWA SFMTA workshop planning
**When:** Thursday, June 24, 2021 9:00 AM-10:00 AM (UTC-08:00) Pacific Time (US & Canada).
**Where:** https://us02web.zoom.us/j/82948500626?pwd=dUgzMXlOazlteCtSd3g4c2MvVk5NQT09

EXT

**You have been invited to the following event.**

**JWA SFMTA workshop planning**

| | |
|---|---|
| When | Thu 2021-06-24 09:00 – 10:00 Pacific Time - Los Angeles |
| Where | https://us02web.zoom.us/j/82948500626?pwd=dUgzMXlOazlteCtSd3g4c2MvVk5NQT09 (map) |
| Calendar | jessica.garcia@sfmta.com |
| Who | • admin@jarrettwalker.com - organizer<br>• steve.boland@sfmta.com<br>• ricky@jarrettwalker.com<br>• chris@jarrettwalker.com<br>• michelle@jarrettwalker.com<br>• pj@jarrettwalker.com<br>• jessica.garcia@sfmta.com |

**more details »**

Jarrett Walker is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

https://us02web.zoom.us/j/82948500626?pwd=dUgzMXlOazlteCtSd3g4c2MvVk5NQT09

Meeting ID: 829 4850 0626

Passcode: 512709

One tap mobile

+13462487799,,82948500626# US (Houston)

+16699006833,,82948500626# US (San Jose)

Dial by your location

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 876 9923 US (New York)

+1 301 715 8592 US (Washington DC)

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Find your local number:

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| When | Thu 2021-06-24 09:00 – 10:00 Pacific Time - Los Angeles |
| Where | https://us02web.zoom.us/j/82948500626?pwd=dUgzMXlOazlteCtSd3g4c2MvVk5NQT09 (map) |
| Calendar | jessica.garcia@sfmta.com |
| Who | • admin@jarrettwalker.com - organizer<br>• steve.boland@sfmta.com<br>• ricky@jarrettwalker.com<br>• chris@jarrettwalker.com<br>• michelle@jarrettwalker.com<br>• pj@jarrettwalker.com<br>• jessica.garcia@sfmta.com |

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**From:** Jarrett Walker
**To:** Kennedy, Sean M
**Cc:** Eric Womeldorff; Boland, Steve; Garcia, Jessica; Hallowell, Alexandra
**Subject:** Re: Kick off
**Date:** Tuesday, June 8, 2021 4:38:31 PM

EXT

Sean

Can we get an hour if possible? There's a lot to talk about.

J

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> ---
>
> Microsoft Teams meeting
>
> **Join on your computer or mobile app**
>
> Click here to join the meeting
>
> **Or call in (audio only)**
>
> +1 415-915-0757,,879731667# United States, San Francisco
>
> Phone Conference ID: 879 731 667#
>
> Find a local number | Reset PIN
>
> Learn More | Meeting options
>
> ---

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> Click here to join the meeting
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**To:** Boland, Steve
**Subject:** Re: Sean at workshop
**Date:** Thursday, June 24, 2021 11:12:21 AM

EXT

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> **Subject:** Sean at workshop
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I'm even available to talk with Sean on Sunday if he wants.

Should I ask him directly?

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| **To:** | Hallowell, Alexandra; Jarrett Walker; Kennedy, Sean M |
| **Cc:** | Garcia, Jessica; Eric Womeldorff; Peter Lauterborn; Michelle Poyourow; Ricky Angueira; Garcia, Jessica |
| **Subject:** | RE: SFMTA Post Covid Network: Data Request |
| **Date:** | Friday, June 11, 2021 12:47:00 PM |
| **Attachments:** | JWA-SFMTA Data Request Response.docx<br>SFMTA_ShortRange2019_1205_sglpg.pdf |

Jarrett, following up on this, please see attached re: Background documentation. Jessica is preparing the Remix files. I don't believe we have any resident, job and student data to share.

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**Cc:** Boland, Steve <Steve.Boland@sfmta.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>; Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; Peter Lauterborn <Lauterborn@thecivicedge.com>; Michelle Poyourow <michelle@jarrettwalker.com>; Ricky Angueira <ricky@jarrettwalker.com>
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Steve

Thanks, this is very helpful!

Let me do the calculation of service level in front of you: If the peak/base ratio is 5:4, then 1/9 of all service is peak-only pullouts. Therefore, if we can add 15% of your pre-covid resources (going from 70% to 85%) then we will set aside 1/9 of that (1.66% of pre-covid service) as not spendable on midday service.

This will let us do all our calculations using midday buses without worrying about spans, peaking, etc.

Appreciate your quick response on this!

Jarrett

On Tue, Jun 22, 2021 at 11:33 AM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Jarrett, good morning. As I mentioned yesterday, Sean is out this week, so let me try to answer your questions.
>
> **Peak/Base Ratio.** As you said, this is really a guess, but I did discuss with one of our Service Planners (Matt Lee) and we agreed that something like 5:4 might make sense. Pre-pandemic, we were closer to 4:3. Putting aside the issue of when or if express services might return, SFUSD is reopening in the fall with new, later bell times that will require us to operate trippers during the peak. (A side note, pre-pandemic, the 21 Hayes required 8 vehicles mid-day (95 min cycle).)
>
> **Speeds.** Your assumption seems reasonable. INRIX data (see: https://covid-congestion.sfcta.org/) indicates that arterial speeds citywide have remained relatively constant since early in the pandemic (note that INRIX's

methodology appears to have changed at the end of March). We do have a reason to believe that our current schedules may be somewhat padded in some cases (including dramatic improvements in headway adherence, although some of that can be attributed to a switch to headway-based management, as well as transit-priority improvements we made during the pandemic).

**Priority Corridors**. I'm not sure I can answer this one. But since Sean is out: The public seems most focused on the 6, 21 and 31. The 31 is particularly sensitive, as it served the Tenderloin. I'd say that should be our highest priority.

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In addition, if possible, **please also set up a meeting with you and Sean on Thursday** (I'm free except 10-11 AM) to review any further assumptions that need to be made at that point.

We understand that we are adding about 15% of pre-covid service levels according to one of three alternatives:

1. Put it Back. The new service is assigned to the 10 missing lines.
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3. Build Frequent Network. All new service is assigned to the "5 minute network" with emphasis on lines near or duplicating the 10 lines being non-restored.

Options 2 and 3 could also involve some restructuring.

In the workshops **we will have only 8 hours to discuss 3 alternatives as they affect 10 corridors.** This is going to require (a) some simplifying assumptions and (b) some advance decisions on which issues to focus our effort on.

**Assumption: Peak/Base Ratio**

We plan to figure the cost of any changes using a unit of weekday midday buses on affected routes. For example, the 21 Hayes at 12 minute frequency appears to require 13 buses midday, so in a scenario without the 21 we'd have 13 buses to add to parallel routes 5 and 7, or to put elsewhere in the network.

We will assume that any changes in service at other times of day would be proportional to the weekday midday change. This assumption is almost certainly fine for evenings and weekends but it may not be right for the peak, since as activity returns your peak speeds are likely to slow down and demands for higher levels of peak only service will increase.

So **we need an assumption about peak-base ratio in early 2022.** Of the 15% to be added, how many % points will be consumed by (a) peak-only services that are not in the August 2021 network and (b) slower peak speeds than the August 21 network assumes? We need to take this off the top to know what remains that we can add in the midday.

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**Direction: Which Corridors to Focus On?**

Are all of the 10 non-restored routes equally important to discuss? If not, **what are the priorities?**

I'll have some more questions for you, but please start thinking about these!

Thanks,

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Let me do the calculation of service level in front of you: If the peak/base ratio is 5:4, then 1/9 of all service is peak-only pullouts. Therefore, if we can add 15% of your pre-covid resources (going from 70% to 85%) then we will set aside 1/9 of that (1.66% of pre-covid service) as not spendable on midday service.

This will let us do all our calculations using midday buses without worrying about spans, peaking, etc.

Appreciate your quick response on this!

Jarrett

On Tue, Jun 22, 2021 at 11:33 AM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Jarrett, good morning. As I mentioned yesterday, Sean is out this week, so let me try to answer your questions.
>
> **Peak/Base Ratio.** As you said, this is really a guess, but I did discuss with one of our Service Planners (Matt Lee) and we agreed that something like 5:4 might make sense. Pre-pandemic, we were closer to 4:3. Putting aside the issue of when or if express services might return, SFUSD is reopening in the fall with new, later bell times that will require us to operate trippers during the peak. (A side note, pre-pandemic, the 21 Hayes required 8 vehicles mid-day (95 min cycle).)
>
> **Speeds.** Your assumption seems reasonable. INRIX data (see: https://covid-congestion.sfcta.org/) indicates that arterial speeds citywide have remained relatively constant since early in the pandemic (note that INRIX's

methodology appears to have changed at the end of March). We do have a reason to believe that our current schedules may be somewhat padded in some cases (including dramatic improvements in headway adherence, although some of that can be attributed to a switch to headway-based management, as well as transit-priority improvements we made during the pandemic).

**Priority Corridors**. I'm not sure I can answer this one. But since Sean is out: The public seems most focused on the 6, 21 and 31. The 31 is particularly sensitive, as it served the Tenderloin. I'd say that should be our highest priority.

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Monday, June 21, 2021 3:49 PM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Cc:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Michelle Poyourow <michelle@jarrettwalker.com>; Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; Ricky Angueria <ricky@jarrettwalker.com>; PJ Houser <pj@jarrettwalker.com>; Christopher Yuen <chris@jarrettwalker.com>
**Subject:** SFMTA Post Covid Network: Urgent Questions and Requests

EXT

Steve

We are only a week away from our design workshop. To ensure that we can get the maximum value out of the limited time, we need to clear up all the assumptions this week. I'd appreciate your feedback on the following by Wednesday noon if possible.

In addition, if possible, **please also set up a meeting with you and Sean on Thursday** (I'm free except 10-11 AM) to review any further assumptions that need to be made at that point.

We understand that we are adding about 15% of pre-covid service levels according to one of three alternatives:

1. Put it Back. The new service is assigned to the 10 missing lines.
2. Compromise. Some service returns on all/most 10 minute lines, some assigned to the frequent network.
3. Build Frequent Network. All new service is assigned to the "5 minute network" with emphasis on lines near or duplicating the 10 lines being non-restored.

Options 2 and 3 could also involve some restructuring.

In the workshops **we will have only 8 hours to discuss 3 alternatives as they affect 10 corridors.** This is going to require (a) some simplifying assumptions and (b) some advance decisions on which issues to focus our effort on.

**Assumption: Peak/Base Ratio**

We plan to figure the cost of any changes using a unit of weekday midday buses on affected routes. For example, the 21 Hayes at 12 minute frequency appears to require 13 buses midday, so in a scenario without the 21 we'd have 13 buses to add to parallel routes 5 and 7, or to put elsewhere in the network.

We will assume that any changes in service at other times of day would be proportional to the weekday midday change. This assumption is almost certainly fine for evenings and weekends but it may not be right for the peak, since as activity returns your peak speeds are likely to slow down and demands for higher levels of peak only service will increase.

So **we need an assumption about peak-base ratio in early 2022.** Of the 15% to be added, how many % points will be consumed by (a) peak-only services that are not in the August 2021 network and (b) slower peak speeds than the August 21 network assumes? We need to take this off the top to know what remains that we can add in the midday.

I know that you have no idea, but your guess is better than mine, and we urgently need this guess.

**Assumption: Change in Midday Speeds**

**Unless you tell us otherwise**, we will use the midday speeds from the August 2021 timetable as the basis for all calculations.

**Direction: Which Corridors to Focus On?**

Are all of the 10 non-restored routes equally important to discuss? If not, **what are the priorities?**

I'll have some more questions for you, but please start thinking about these!

Thanks,

**Jarrett Walker** • President and Principal Consultant

Jarrett Walker + Associates

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503 208 4249

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| **Cc:** | Kennedy, Sean M; Michelle Poyourow; Ricky Angueria; PJ Houser; Christopher Yuen |
| **Subject:** | RE: SFMTA post-covid: Question about vehicle count |
| **Date:** | Wednesday, June 23, 2021 9:27:00 AM |
| **Attachments:** | image002.png |

Jarrett, we are looking into this.

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Wednesday, June 23, 2021 7:47 AM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Cc:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Michelle Poyourow <michelle@jarrettwalker.com>; Ricky Angueria <ricky@jarrettwalker.com>; PJ Houser <pj@jarrettwalker.com>; Christopher Yuen <chris@jarrettwalker.com>
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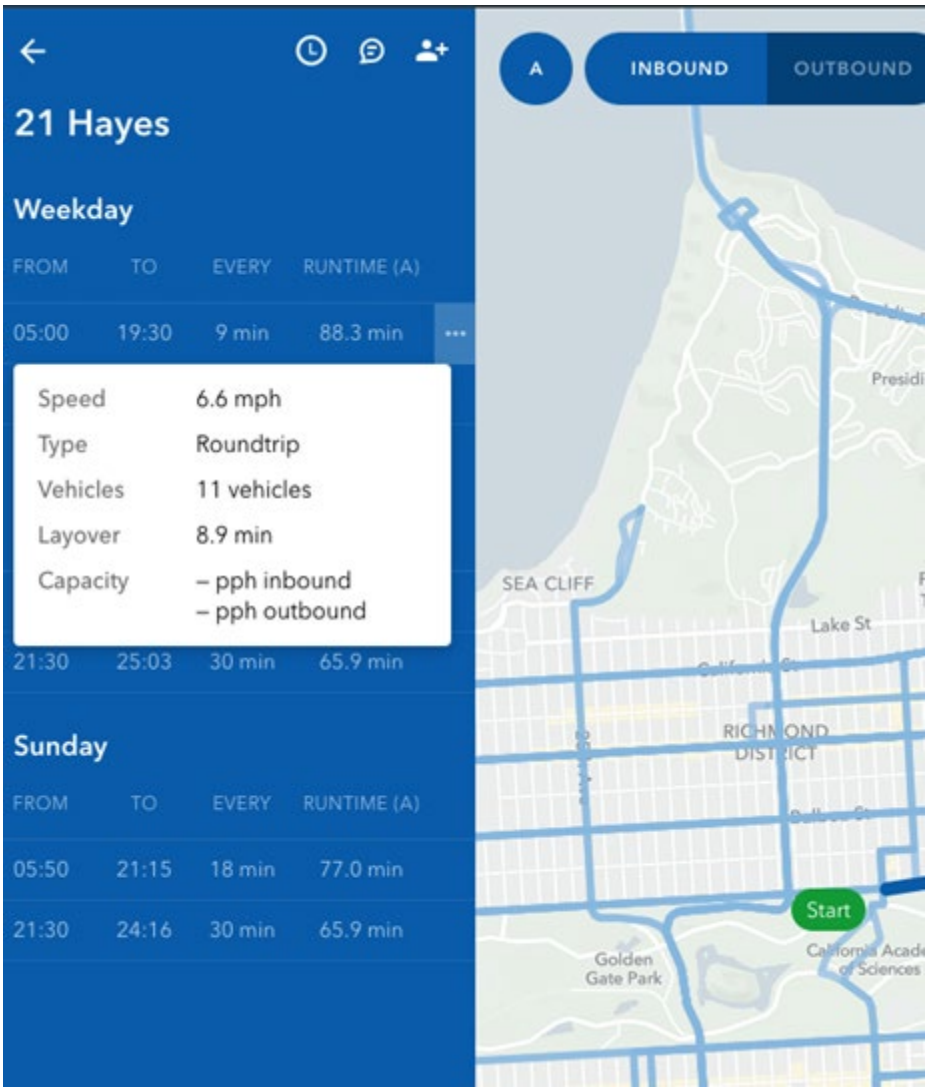
Steve

I hope you don't mind being peppered with questions this week, as we prepare for the workshop on Monday. There's just a lot we need to figure out pretty quickly.

Most important: In the remix links you gave us for the pre-covid and August '21 networks ...

https://platform.remix.com/map/56fc8e3b?latlng=37.7816,-122.44871,12.846
https://platform.remix.com/map/cf34f13a?latlng=37.76649,-122.4581,12.645

... are the numbers of buses on each route correct? I ask because you mentioned that the 21 required 8 vehicles midday but Remix is telling me it was 11:




This is really important because we need an accounting of midday vehicles by route to be correct. If Remix is wrong, is there another authoritative source you can give us to use instead, covering both pre-covid and August '21? Again, we're planning to use Remix's internal costing feature to estimate vehicles by route, so if there's something wrong with it we need to know, so that we can switch to another method before we get to the workshop.

Thanks!

--

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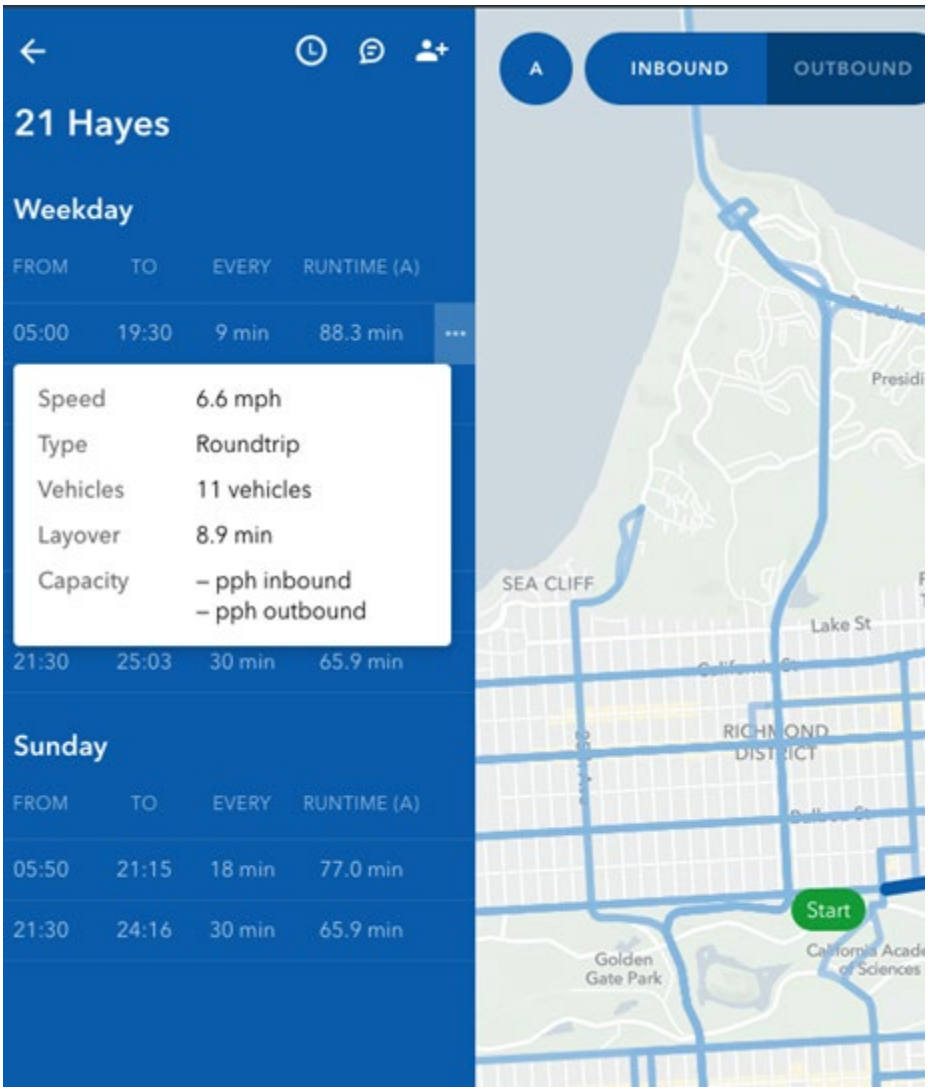


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| **Cc:** | Kennedy, Sean M; Ricky Angueria; Christopher Yuen; PJ Houser; Michelle Poyourow; Garcia, Jessica |
| **Subject:** | RE: SFMTA: Questions on 41 and E |
| **Date:** | Thursday, June 24, 2021 12:02:00 PM |

Understood, Jarrett -- thank you.

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EXT

Steve

You told me that Sean had advised you to assume a 6:5 peak:base ratio for vehicles in the Jan '22 network. This ratio covers:

- Peak only routes that you might restore (including the 41)
- Added peak vehicles for higher frequency.
- Added peak vehicles for slower speeds.
- School trippers.

I just remembered that the 41 was peak only so there is no midday service pattern to restore in the "put it back" alternative. So the question of whether to restore a peak-only 41 is off-book for us as we are doing midday accounting. We assume that the 6:5 ratio includes restoring the 41, and only if we decide to create an all-day 41 would we model it in our midday accounting.

I'll also need to clarify whether the E is off-book for our purposes, since we are accounting only for buses. You indicated that the E has no defenders so it might be better to just not address it in this work. You mentioned that the E sometimes interferes with operations of the N, and I'd say that is a fatal flaw in any plan to restore it. We can say that forcefully in our work without further analysis.

With that, we are dealing with seven non-restored all-day bus routes: 2, 3, 6, 10, 21, 31, 47.

Let me know if you have questions or concerns.

--

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**From:** Boland, Steve
**To:** Jarrett Walker
**Subject:** Re: Trolley wire diagram?
**Date:** Saturday, June 19, 2021 7:11:43 PM
**Attachments:** Trolley Wire Map.pdf

---

See attached. This is a few years old but generally up to date. I can send you a list of trolley routes on Monday if still needed (most of it is obvious from this map -- the 14 local is trolley while the 14R is hybrid, and the 5 local is hybrid weekdays, trolley weekends). Note that we are now operating some off-wire segments on the 22, 30 and 45 -- I can also spell those out if needed.

Not sure about gradients, I've reached out to someone on that.

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Saturday, June 19, 2021 3:51 PM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Subject:** Trolley wire diagram?



Steve

Do you have a diagram showing where all the trolley wire is, hopefully also showing what turns are possible? And do you have a list of which services are run by trolleybuses now?

Thanks

--
**Jarrett Walker** • President and Principal Consultant
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**From:** Richards, Travis
**To:** Ricky Angueira; Boland, Steve
**Cc:** Jarrett Walker; Garcia, Jessica
**Subject:** RE: URGENT: Catching up on Accounting
**Date:** Tuesday, June 29, 2021 2:03:57 PM

---

Hi All,

Jessica and I were just in a last-minute meeting for our August service. Is 4-4:30pm a possibility?

Thanks,
Travis

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**From:** Ricky Angueira <ricky@jarrettwalker.com>
**Sent:** Tuesday, June 29, 2021 1:53 PM
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**Cc:** Jarrett Walker <jarrett@jarrettwalker.com>; Garcia, Jessica <Jessica.Garcia@sfmta.com>; Richards, Travis <Travis.Richards@sfmta.com>
**Subject:** Re: URGENT: Catching up on Accounting

EXT

I'll send everyone a zoom link.

**Ricky Angueira**
Senior Associate

**Jarrett Walker + Associates**
*"Let's think about transit"*

(202) 503-4870
ricky@jarrettwalker.com
www.jarrettwalker.com

On Tue, Jun 29, 2021 at 4:51 PM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> I can talk but the people you really want to talk to are Jessica and Travis, as they were directly involved in the analysis.
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Are you three available to chat at 2pm PT (in 17 minutes)?

**Ricky Angueira**
Senior Associate

**Jarrett Walker + Associates**
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> Including Travis. Jessica and Travis worked on this.
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> **To:** Boland, Steve <Steve.Boland@sfmta.com>
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>
> Steve cc Jessica
>
> Ricky will be in touch requisition an urgent meeting yet today or first thing tomorrow. We don't yet have confidence in the baseline numbers.
>
> Feel free to reach out to him
> --
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**To:** Jarrett Walker
**Subject:** Re: Workshop prep
**Date:** Wednesday, June 23, 2021 2:59:30 PM

---

We haven't talked but I'm guessing it's one, Sean won't be up to date on our work this week (and will be just back that morning), and two, he's generally just a big believer in preparation, particularly for meetings like this one where you have limited time with very important people to make big decisions.

Steve Boland
Transportation Planner III
Transit Planning
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103
415.646.2034

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Wednesday, June 23, 2021 2:45:16 PM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Subject:** Re: Workshop prep

EXT

Steve

Do you know what Sean wants to talk about? Obviously it will be too late to change a lot of aspects of our analysis approach by then.

Thanks

J

On Wed, Jun 23, 2021 at 10:19 AM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Jarrett, Sean would like to check in prior to the start of our workshop Monday morning. Please forward as needed.
>
> ---
>
> Microsoft Teams meeting
>
> **Join on your computer or mobile app**
>
> Click here to join the meeting
>
> **Or call in (audio only)**
>
> +1 415-915-0757,,364896879# United States, San Francisco
>
> Phone Conference ID: 364 896 879#

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San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103
415.646.2034

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Wednesday, June 23, 2021 2:45:16 PM
**To:** Boland, Steve <Steve.Boland@sfmta.com>
**Subject:** Re: Workshop prep

EXT

Steve

Do you know what Sean wants to talk about? Obviously it will be too late to change a lot of aspects of our analysis approach by then.

Thanks

J

On Wed, Jun 23, 2021 at 10:19 AM Boland, Steve <Steve.Boland@sfmta.com> wrote:

> Jarrett, Sean would like to check in prior to the start of our workshop Monday morning. Please forward as needed.
>
> ---
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**Jarrett Walker** • President and Principal Consultant
Jarrett Walker + Associates

1021 SE Caruthers St
Portland, OR 97214
503 208 4249
jarrett@jarrettwalker.com
www.jarrettwalker.com
www.humantransit.org

**From:** Kennedy, Sean M
**To:** Eric Womeldorff; Kirschbaum, Julie B
**Cc:** Jarrett Walker; Bob Grandy
**Subject:** RE: SFMTA Post-covid network final proposed scope and budget
**Date:** Monday, May 3, 2021 10:35:35 AM

---

Great, thanks Eric. We hope to have final comments on the scope mid week and then move forward asap. I am in communications with matt so he knows to expect it.

Thanks,

Sean

---

**From:** Eric Womeldorff <E.Womeldorff@fehrandpeers.com>
**Sent:** Friday, April 30, 2021 3:08 PM
**To:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Kirschbaum, Julie B <Julie.Kirschbaum@sfmta.com>
**Cc:** Jarrett Walker <jarrett@jarrettwalker.com>; Bob Grandy <B.Grandy@fehrandpeers.com>
**Subject:** RE: SFMTA Post-covid network final proposed scope and budget

EXT

Hi Sean, Julie,

Just FYI – I've pulled all of the materials together into the format required by SFMTA in order to get things started. I will submit everything to you and Matt Boyle once the scope is approved.

Let me know – thanks!

-Eric

---

**From:** Jarrett Walker <jarrett@jarrettwalker.com>
**Sent:** Monday, April 26, 2021 8:54 AM
**To:** Sean M Kennedy <Sean.Kennedy@sfmta.com>
**Cc:** Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; Bob Grandy <B.Grandy@fehrandpeers.com>; Julie B Kirschbaum <julie.kirschbaum@sfmta.com>
**Subject:** SFMTA Post-covid network final proposed scope and budget

Sean

Please see attached final proposed scope and budget.

Again, we must be under contract no later than June 1 to hit these deadlines, and sooner would be better!

Cheers,

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| **To:** | Kennedy, Sean M |
| **Cc:** | Kirschbaum, Julie B; Wise, Viktoriya; Aseron, Lome |
| **Subject:** | RE: SFMTA post-covid network project |
| **Date:** | Thursday, May 27, 2021 8:39:13 AM |

Hi Sean-
Lome Aseron, who heads up the Contract Compliance section, will contact you this morning to discuss.
Thanks.
Virginia

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**Sent:** Wednesday, May 26, 2021 4:44 PM
**To:** Harmon, Virginia <Virginia.Harmon@sfmta.com>
**Cc:** Kirschbaum, Julie B <Julie.Kirschbaum@sfmta.com>; Wise, Viktoriya <Viktoriya.A.Wise@sfmta.com>
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Sean

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**Subject:** RE: SFMTA post-covid network project

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**Sent:** Thursday, May 20, 2021 2:33 PM
**To:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>
**Subject:** FW: SFMTA post-covid network project

Hi Sean,
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**Sent:** Thursday, May 20, 2021 12:43 PM
**To:** Boyle, Matthew <Matthew.Boyle@sfmta.com>
**Subject:** RE: SFMTA post-covid network project

Hi Matt,

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Lome

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**Sent:** Wednesday, May 19, 2021 11:36 AM
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**Sent:** Tuesday, May 18, 2021 9:46 AM
**To:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Boyle, Matthew Matthew.Boyle@sfmta.com
**Cc:** Lall, Kamini <Kamini.Lall@sfmta.com>; Hardin, Yuri <Yuri.Hardin@sfmta.com>
**Subject:** RE: SFMTA post-covid network project

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Please let me know if you have any questions.

Thanks,

-Eric

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**To:** Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; MatthewBoyle <matthew.boyle@sfmta.com>
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**To:** Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; MatthewBoyle <matthew.boyle@sfmta.com>

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**To:** Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Boyle, Matthew <Matthew.Boyle@sfmta.com>
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**To:** Boland, Steve
**Cc:** Kennedy, Sean M; Michelle Poyourow; Ricky Angueria
**Subject:** San Francisco GIS layer for slopes
**Date:** Saturday, June 19, 2021 2:08:21 PM

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Steve

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SFMTA Post-Covid Network
Proposed Scope
April 26, 2021

The purpose of this project is to:

- Define and build consensus toward a post-Covid network using 85% of pre-covid service, for implementation by January 2022.
- Develop a new Service Performance Report, including recommended new measures and revised measures.

The first part of the project (Tasks 1-4) is accelerated due to the need to complete work by November 1 in time for potential January implementation. The second part of the project, the Service Performance Report, is less urgent and is planned for completion in January 2022.

The entire project can be done virtually if public health conditions require, but we have allowed for five person-trips to San Francisco in the event that travel becomes possible.

Dates shown here presume **Notice to Proceed no later than May 24, 2021**. An earlier NTP will have a positive impact on the overall project.

## Task 0. Project Management

This task includes:

- Kickoff Meeting
- Regular check-in meetings as needed.
- Invoicing

Deliverables:

Kickoff Meeting – **no later than June 1.**
Meeting notes.

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## Task 1. Post-Covid Expert Advice

This task includes a workshop with relevant experts in transit service planning and possibly transit equity. We can facilitate this workshop as desired and have budgeted for this, though it may be better that we be present as participants or even have only a spectator or questioning role. As we are competitors of some of the participants it may be more effective if we are asking questions rather than providing expertise at this event, since of course we will be providing expertise throughout the project.

Identified experts include Russ Chisholm of TMD and ourselves. We recommend that the third expert be a specialist in transit equity or transit justice. A total of $15000 in compensation is budgeted for these experts.

In the workshop staff will review the constraints and talk through a Post COVID vision to these experts. Experts will provide feedback on 1) the presented system vision 2) ideas on key metrics that should be analyzed and technical methodologies to use in developing the final plan and 3) suggestions on methods and messages/themes that could be used to communicate to the public, elected officials and key stakeholders

Staff has proposed two four-hour charrettes for this purpose. This may be excessive, but we have budgeted for it.

Note: The project cannot wait for this event. Work must proceed on Task 2 immediately upon execution of Notice to Proceed. We will incorporate insights from the workshop as viable when they are received.

Deliverable:

- Workshop – as soon as possible and preferably before June 15.
- Summary of workshop – one week after workshop.

## 2. Post COVID System Alternatives

This task develops three complete alternatives for the post-Covid network:

1. **"Put it back."** The last pre-Covid network with service reduced to match the new budget. For comparative analysis this will be treated as the baseline network.
2. A new **"high-access network."** This network standardizes route spacing, increasing walking distances to a policy level that is consistent across the city. A

starting point for the design will be the reduced network operated during the pandemic, but with higher frequencies.

3. A **hybrid**, in which routes removed in the high-access network are retained but with very low frequencies.

The purpose of an alternatives process is to make the fundamental "walking vs waiting" trade-off very clear to the public. The presentation of these alternatives will include analysis of key benefits and impacts, including Title VI, as well as our own access analysis approach.

Our approach, costing, and schedule presumes that these networks consist largely of frequency and span change on known lines, rather than changes to lines. However, we can model a moderate number of line changes if needed.

Subtasks:

## 2.1 Baseline Analysis with Data Viewer

- We will familiarize ourselves with the policy context and with the networks as operated before and during the pandemic.
- We will agree with staff on what measures are to be evaluated.
- If desired we can provide a handy online data viewer, in which key data are overlaid and can be turned on and off for easy analysis and review. For an example see https://webmap.jwainternal.com/Atlanta/index.html

Deliverable: Data Viewer – **June 7**

## 2.2 Design Workshop

The design workshop will be a workshop of up to two full days in which we work with key staff to define the three networks. These workshops consist of intensive working sessions with ourselves and staff. In these workshops we will settle on any route changes and general frequencies by time of day and day of week. Each day will also have a "4 PM check-in" where a larger group, who cannot be there for the intensive sessions, can review the work and make comments while the work is still in draft and easy to change.

We will provide real-time costing of ideas in the workshop, using our own spreadsheet model to produce estimates of revenue hours and peak fleet requirement. This will enable the workshop to plan exactly to the budget target.

To do this, we will require direction on the following prior to the charrette.

- Speeds to assume.
- Any ratio of peak-only service cost to all-day service cost.
- Minimum layover requirements (minimum layover as a percentage or constant added to driving time on each round trip.)
- Any other key labor contract constraints.

We have the online tools necessary to do such a workshop virtually.

No more than one week following the workshop, we will deliver
- Our frequency and costing table.
- Remix files for any changed routes.

We will need staff concurrence within one week on any further changes to be made before we proceed with our analysis.

Deliverable:
- Workshop **before June 7 (schedule this now!)**
- Documentation of network alternatives to client by **June 10 at latest**
- Client approval of alternatives by **June 17** at latest (including any discussion of outstanding issues leading to resolution by this date). ***At this point the networks are assumed to be final.***

## 2.3 Mapping and Analysis

We will provide analysis of the alternatives in terms of:

- Walk access to transit: number of people within ¼ mile walk of service of a particular frequency, for the entire population and disaggregated for (a) low income, and (b) people of color.
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- Other kinds of analysis that are not highly labor intensive.
- Qualitative description of other positive and negative impacts.

### 2.4 Alternatives Report Draft

Because all of this work is driving toward public understanding rather than a technical record, we recommend preparing a report in slide format. We know how to use this format to lay out information in a clear and compelling way without succumbing to the cognitive errors that can arise from careless use of slides. We will lay out the tradeoff among the three alternatives in a clear and graphically compelling way that is ready to be the basis of an outreach program.

Deliverable:
Alternatives Report Draft – no later than July 23.

### 2.5 Alternatives Report Final

We will need staff comments one week after the draft, and will deliver a final one week after that. However, we will also need to begin the next task before this one is final.

Deliverable:
Client comments on draft – no later than July 30. These comments are about the presentation, not the networks, which were finalized back at the end of Task 2.2.
Final Report – no later than August 6.

## 3 Communications Tools

Civic Edge joins us starting at this point to help develop a compelling story about the alternatives and approach to outreach.

General outreach planning will need to start early in the project, including reaching consensus on document formats. The Draft Alternatives Report will provide the remaining content for the outreach, subject to staff comments. We have allowed three weeks from that point to the beginning of an outreach that would run August 15-September 15.

### 3.1 Story Map

A story map is a GIS-based animation that leads the user through the ideas of the alternatives, helping them understand the basic narrative of the alternatives.

Deliverable: Story Map, due **August 15.**

## 3.2 Slide Deck and Talking Points

Although our report will be in slide format, a slide deck for presentations would be much more stripped down, focusing on images and highlights and accompanied by a presentation script in the notes. We would provide this alongside the report.

Deliverable: Slide Deck, due **August 15.**

### 3.3 Isochrone Viewer

An isochrone viewer is an online tool that allows a user to look up any location and see how access to opportunity changes with each alternative (the two change alternatives compared to "put it back" as a baseline). The viewer shows what areas can be reached inside a fixed travel time budget, such as 30 or 45 minutes, and how that area grows or shrinks under each alternative. It also shows how many jobs (as a proxy for many other kinds of destinations) can be reached in each time budget under each alternative. The user query can also specify a time of day: weekday midday, weekday peak, weekday evening, Saturday midday, Sunday midday.

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### 3.4 Outreach Advice

Civic Edge will develop strategic outreach plan, materials and methods of engagement for specific neighborhoods/regions of the City (i.e. "outer Richmond") that will need a tailored approach to talk through tradeoffs associated with a Post COVID service plan.

**Deliverable**:

- Engagement Plan, due **August 1**

- Final Materials, due August 15.

A web survey is usually a critical part of the outreach process. The survey would be brief and multiple choice, since it would be focused on a narrow choice. We assume this will be hosted by SFMTA, but we can host on our server if necessary.

## 4. Recommended Network

In this task we will provide all necessary support for the fast process of turning the feedback summaries from the outreach process into action. This can include:

- Preparing a brief quantitative summary of outreach results.
- Participating in the Board workshop where they give final direction on which alternative to implement.
- Assisting in developing any details of the final network that differ from either alternative.
- Any further analysis or presentation materials needed to get to approval.

Deliverable:

This is a placeholder task, so deliverables are to be negotiated closer to the time. The goal is Board adoption of a network no later than October 1, giving time to implement new service by January 2022.

## 5. System Evaluation Report

The goal of this task is to produce a System Evaluation Report, similar to what King County Metro produces) that can be the model for yearly updates.

The task will incorporate all metrics currently required or expected, including those found in the SF City Charter, SFMTA Strategic Plan, Muni Equity Strategy and Title VI monitoring plan. In addition, it may propose new or updated metrics that should be tracked.

Subtasks:

- 2.1 Review existing evaluation procedures and compliance context.
- 2.2 Access analysis of current network.
- 2.3 Explore how access analysis could replace or deemphasize some existing measures.
- 2.4 Staff workshop.
- 2.5 Draft Service Evaluation Report (based on King Co Metro template).

- 2.6 Staff review, discussion.
- 2.7 Final Draft Service Evaluation Report (based on single set of comments)

We assume that data needed for the report is readily available and does not require much further analysis.

Deliverable:

- System Evaluation Report Draft: **December 15, 2022** (assuming timely staff availability for all steps up to this point.
- Final: two weeks after receipt of consistent set of comments.

## 6. Staff Training

### 6.1 Draft User Guide

The user guide will be a document explaining how the documents work and how to update it. It will:

- Explain the principles and purpose of the guide.
- Explain why each measure is important.
- Describe how to collect data and determine if the data is adequate.
- Calculate each metric.
- Assemble the report.

Deliverable: Draft user Guide, **January 7, 2022.**

### 6.2 Staff Workshop

We will conduct a workshop with staff on the content of the user guide, to help them understand the tool and collect questions and comments about it.

Deliverable: Staff workshop, no later than **January 15, 2022.**

### 6.3 Final User Guide

The final user guide will be delivered two weeks after receipt of all comments, ideally before **January 30, 2022.**

SFMTA Post-Covid Network
Proposed Scope
April 26, 2021

The purpose of this project is to:

- Define and build consensus toward a post-Covid network using 85% of pre-covid service, for implementation by January 2022. *This must be largely complete for public outreach to begin August 23, 2021*
- Define and build consensus toward a network using 110% of pre-covid resources, for use in a ballot measure to increase transit funding. *This must be complete by December 31, 2021 to support the development of a funding measure for the fall 2022 ballot.*

The entire project can be done virtually if public health conditions require, but we have allowed for five person-trips to San Francisco in the event that travel becomes possible.

Dates shown here presume **Notice to Proceed effective June 9, 2021**. An earlier NTP will have a positive impact on the overall project. We do not commit to these dates if NTP is received later.

## Task 0. Project Management

This task includes:

- Kickoff Meeting
- Regular check-in meetings as needed.
- Invoicing

Deliverables:

Kickoff Meeting – **June 9.**

Meeting notes.

## Task 1. Post-Covid Expert Advice

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This task includes a workshop with relevant experts in transit service planning and possibly transit equity. We can facilitate this workshop as desired and have budgeted for this, though it may be better that we be present as participants or even have only a spectator or questioning role. As we are competitors of some of the participants it may be more effective if we are asking questions rather than providing expertise at this event, since of course we will be providing expertise throughout the project.

Identified experts include Russ Chisholm of TMD and ourselves. We recommend that the third expert be a specialist in transit equity or transit justice. A total of $15000 in compensation is budgeted for these experts.

In the workshop staff will review the constraints and talk through a Post COVID vision to these experts. Experts will provide feedback on 1) the presented system vision 2) ideas on key metrics that should be analyzed and technical methodologies to use in developing the final plan and 3) suggestions on methods and messages/themes that could be used to communicate to the public, elected officials and key stakeholders

Staff has proposed two four-hour charrettes for this purpose. This may be excessive, but we have budgeted for it.

Note: The project cannot wait for this event. Work must proceed on Task 2 immediately upon execution of Notice to Proceed. We will incorporate insights from the workshop as viable when they are received.

- This task has been **postponed until September,** per direction from Jeff Tumlin.

## 2. Post COVID System Alternatives

The post-Covid network to be implemented in early 2022 would be scaled to provide 85% of the revenue hours that were operated in 2019. This task develops up to three complete alternatives for this post-Covid network:

1. **"Put it back."** The last pre-Covid network with service reduced to match the new budget. For comparative analysis this will be treated as the baseline network.
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3. A **hybrid**, in which routes removed in the high-access network are retained but with very low frequencies.

The purpose of an alternatives process is to make the fundamental "walking vs waiting" trade-off very clear to the public. The presentation of these alternatives will include analysis of key benefits and impacts, including Title VI, as well as our own access analysis approach.

Our approach, costing, and schedule presumes that these networks consist largely of frequency and span change on known lines, rather than changes to lines. However, we can model a moderate number of line changes if needed.

Subtasks:

## 2.1 Baseline Analysis with Data Viewer

- We will familiarize ourselves with the policy context and with the networks as operated before and during the pandemic.
- We will agree with staff on what measures are to be evaluated.
- If desired we can provide a handy online data viewer, in which key data are overlaid and can be turned on and off for easy analysis and review. For an example see https://webmap.jwainternal.com/Atlanta/index.html

Data request to SFMTA: **June 10**
All date received **June 12**
Deliverable: Data Viewer – **June 7**

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The design workshop will be a workshop of up to two half days in which we work with key staff to define the three networks. These workshops consist of intensive working sessions with ourselves and staff. In these workshops we will settle on any route changes and general frequencies by time of day and day of week.

Costing in the workshop will look only at the weekday midday service level, and ensure that each alternative holds constant the number of buses operating at that time. This assumes that the ratio of other service levels (peak, evening etc) to the midday service level would remain constant. This allows us to calculate the frequencies at all these other times for the purpose of public information, although those frequencies would not be the basis of direct costing or access analysis.

Note: If you do not want to commit to the current very low peak-base ratio, you will need to give us an assumption for how much service to set aside to account for that.

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- Speeds to assume.
- Minimum layover requirements (minimum layover as a percentage or constant added to driving time on each round trip.)
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We assume that this workshop will be virtual, and we have the necessary tools to do that.

No more than two days following the workshop, we will deliver our Remix file. We will need staff concurrence within one week on any further changes to be made before we proceed with our analysis.

Deliverable:

- Workshop **June 28-29**
- Documentation of network alternatives to client by **July 2**
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- Other kinds of analysis that are not highly labor intensive.
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## 2.4 Alternatives Report Draft

Because all of this work is driving toward public understanding rather than a technical record, we recommend preparing a report in slide format. We know how to use this format to lay out information in a clear and compelling way without succumbing to the cognitive errors that can arise from careless use of slides. We will lay out the tradeoff among the three alternatives in a clear and graphically compelling way that is ready to be the basis of an outreach program.

Deliverable:
Alternatives Report Draft – no later than **August 6 .**

At this stage, the numerical outputs of the analysis will be available for the communications process to build on.

### 2.5 Alternatives Report Final

We will need staff comments one week after the draft, and will deliver a final one week after that. However, we will also need to begin the next task before this one is final.

Deliverable:
Client comments on draft – no later than **August 10.** These comments are about the presentation, not the networks, which were finalized back at the end of Task 2.2.
Final Report – no later than **August 16, assuming that these comments are not substantial.**

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A story map is a GIS-based animation that leads the user through the ideas of the alternatives, helping them understand the basic narrative of the alternatives.

Deliverable: Story Map, due **August 22.**

### 3.2 Slide Deck and Talking Points

Although our report will be in slide format, a slide deck for presentations would be much more stripped down, focusing on images and highlights and accompanied by a presentation script in the notes. We would provide this alongside the report.

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**Deliverable**:

- Engagement Plan, due **August 1**
- Final Materials, due **August 22.**

A web survey is usually a critical part of the outreach process. The survey would be brief and multiple choice, since it would be focused on a narrow choice. We assume this will be hosted by SFMTA, but we can host on our server if necessary.

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Deliverable:

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## 5. 110% Network

This task would develop a plan for an expansion of Muni service up to 110% of 2019 service levels, for implementation if voters approve a funding measure in November 2022.

The design and analysis process for the 85% network will have generated a clear list of things that would have been included if resources permitted. As a result we anticipate that much less new planning work would be required.

### 5.1, Baseline analysis and Data viewer

We will prepare Remix files as needed for the recommended 85% network as it emerged from Task 4, and add these to the data viewer. Due October 8.

### 5.2 Design Workshop and Draft Network

We have allowed for a one day design workshop, similar to that of Task 2.2, anticipating that the issues are relatively straightforward given all the thinking that has been done.

- Workshop complete by October 15.
- Shapefiles for staff review to SFMTA by October 20.
- Resolution of client comments and final decisions about draft network by October 17.

### 5.3 Analysis, Mapping, and Sensitivity Testing

We will provide analysis of the alternatives in terms of:

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- Other kinds of analysis that are not highly labor intensive.
- Qualitative description of other positive and negative impacts.

Based on preliminary outcomes, we will also suggest further refinements to the network that would improve access to opportunity, based on informal sensitivity testing. The analysis with slides that will become part of the final product.

Due November 19

### 5.4 Finalize Plan

We will confer with SFMTA to finalize the 110% network plan proposal. Due by November 30.

### 5.5 Draft and Final Reports

As with Task 2, our reporting will be in slide format, and much of it will have been presented in earlier tasks. So we envision:

- Draft Report by December 10
- Receipt of reconciled comments by December 17
- Final Report by December 31.

SFMTA Post-Covid Network
Proposed Scope
April 26, 2021

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Deliverables:

Kickoff Meeting – **June 9.**
Meeting notes.

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- Access to opportunity.
    - Sample midday isochrones for up to 10 locations that are especially affected by the changes.
    - Access heatmap showing how access changes in different parts of the city.
    - Average access to opportunity across the whole city, also disaggregated by (a) low income and (b) people of color. This can also be disaggregated geographically to focus on neighborhoods especially impacted by the difference between the alternatives.

- Other kinds of analysis that are not highly labor intensive.
- Qualitative description of other positive and negative impacts.

Based on preliminary outcomes, we will also suggest further refinements to the network that would improve access to opportunity, based on informal sensitivity testing. The analysis with slides that will become part of the final product.

Due November 19

## 5.4 Finalize Plan

We will confer with SFMTA to finalize the 110% network plan proposal. Due by November 30.

## 5.5 Draft and Final Reports

As with Task 2, our reporting will be in slide format, and much of it will have been presented in earlier tasks. So we envision:

- Draft Report by December 10
- Receipt of reconciled comments by December 17
- Final Report by December 31.

| | |
|---|---|
| **From:** | Jarrett Walker |
| **To:** | Kennedy, Sean M |
| **Cc:** | Boland, Steve; Hallowell, Alexandra; Garcia, Jessica; Eric Womeldorff; Michelle Poyourow; Ricky Angueria; Peter Lauterborn |
| **Subject:** | SFMTA Post covid network: My notes from our kickoff. |
| **Date:** | Wednesday, June 9, 2021 5:54:04 PM |
| **Attachments:** | scope v3 20210609.docx |

EXT

Sean

In our kickoff call just now, we made the following decisions:

- We must have the PO on Thursday, June 10.
- The focus of the alternatives is primarily the 10 all-day routes that have not yet been restored. An alternative that does not restore one of these routes needs to show good access outcomes for the people most affected, which in turn means that hours saved by not running the route must be invested in the immediate area, usually on parallel services. That means there will be little opportunity to spend money on service changes elsewhere in the network, though we can certainly discuss any ideas you have.
- Remix will be the primary analysis tool for network costing.
- Access analysis and costing will be of the midday condition. We will cost the alternatives based on holding constant the number of midday buses in operation. For all other periods, including the peak, the ratio of service at that time to service weekday midday will be assumed to be constant.

Based on our conversation today, I have prepared an edit of our scope of work. The changes are primarily to the dates, which reflect the late start. Please review these dates carefully and let me know at once if you have suggested changes. The project will be very fast for all concerned.

Finally, note that we had originally discussed needing Board adoption in the week of October 1. With the outreach pushed back a week, to run August 23-September 21 or so, this data may not be achievable, since time is needed to refine the final plan based on the feedback. We would like your thoughts on what a revised "drop dead" date would be for adoption of any changes so that you can hit your implementation date.

We will get you a data request before noon tomorrow.

Cheers

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| **To:** | Boland, Steve; Kennedy, Sean M; Richards, Travis; Harkman, Anna; Long, Jean; Lee, Matthew C; Lin, Tracey; Michael Rhodes; Michelle Poyourow; Ricky Angueria; Christopher Yuen; PJ Houser |
| **Subject:** | SFMTA Post-covid network workshop |
| **Date:** | Thursday, June 24, 2021 2:59:25 PM |
| **Attachments:** | scope v4 20210624.docx |

EXT

Greetings, workshop participants.

Monday and Tuesday, 6/28-29, we will be holding eight hours of design workshops to figure out the options for a post-covid network to be implemented in 2022. I will facilitate these workshops, as I do for all of our firm's network redesigns. This email is to help you know what to expect.

This network is planned to increase total service from 70% of pre-covid levels to 85% We anticipate that 14% (of pre-covid levels) can be added to all-day service while peak pullouts will represent 1%. We will set aside those peak resources and focus on the all day service.

As background, you may want to review the attached scope of work. We are in Task 2.

We will focus specifically on the seven all-day bus lines that are not restored in August '21 changes. They are 2, 3, 6, 10, 21, 31, 47. All peak express service is assumed to not be restored, apart from what is in the

In each case, we will have three alternatives, all with the same operating cost:

1. "Restore previous routes." All restored service goes to restoring the non-restored routes at the highest possible frequency.
2. "Balance of coverage and frequency." Some service is restored to the non-restored routes, but at much lower frequency, while the remaining resources go to increasing services on the major lines nearby, building them toward "Five MInute Network" goals. This provides lifeline access for those with walking limitations while still encouraging those who can to walk to other routes nearby. In the case of routes that are primarily duplicative (3, 6, 10 and 47 for example) this could involve some minor restructuring or truncation to focus service on the unique segments.
3. "Build the frequent network." All of the service restoration goes to building frequency on existing major lines that serve the same areas served by the non-restored routes. Some restructuring may be considered if needed to optimize the value of that service.

Alternative 1 will be the baseline for comparing the impacts of Alternatives 2 and 3.

Prior to the workshop, we will attempt a rough draft of Alternative 1, showing what frequencies you would have on each non-restored route if we put the routes all back but with 85% of previous resources instead of 100%. By definition, this alternative does not routing changes so there's not much creativity to it. We will draft a list of the resulting frequencies but we don't want to spend much time on this in the workshop.

In the workshop, I expect to proceed sequentially through the non-restored routes and develop plans for Alternatives 2 and 3. So the agenda for the 8 hours would be:

Hour 1. Review scope, methodology and assumptions (recognizing that the methodology we will use in the workshop will be locked down by this point.)

Hours 2-7. Sequential discussion of each route or band of related routes in geographical order:

1. 2-Clement and 3-Jackson
2. 31-Balboa
3. 21-Hayes
4. 6-Parnassus
5. 10-Townsend and 47-Van Ness
6. Other issues of interest to the planners, as time permits.

Hour 8. Discussion of next steps and review of the types of analysis we will do in our report.

As we work, our analysis team will be keeping track of costs in order to ensure that they are the same for all alternatives.

Finally, a few notes about process, Please:

- Be on time and be present (physically and mentally) throughout the workshop. We are thinking intensively together.
- If you have to leave (physically or mentally) for any reason, and we make a decision in your absence, you cannot expect us to go back to revisit it!
- At the beginning of the meeting, please have your video on so that we can see each other in person as we get acquainted.

We look forward to a lively discussion. Please let me know if you have any questions.

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**From:** Jarrett Walker
**To:** Kennedy, Sean M
**Cc:** Michelle Poyourow; Kirschbaum, Julie B; Eric Womeldorff
**Subject:** SFMTA Post Covid Network: Expert Advice Task
**Date:** Monday, June 7, 2021 2:38:32 PM

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EXT

Sean cc Julie

Assuming we are about to get under contract, I need to encourage you to start thinking immediately about the Expert Advice workshop, Task 1 in our scope. Below my signature in this email I have copied the scope text for your reference.

This is a task specifically requested by SFMTA. Here are some questions we need you to reach an internal decision on, so that we know we're doing what you want:

- What information will you be presenting to these experts and exactly what kinds of expertise are needed to engage with what you're presenting?
- When dealing with competing consultants are you sure you want to put them all into one room instead of interviewing them separately (potentially without us)? Consultants are sometimes tempted to self-censor in situations where they perceive themselves to be sharing insights with their direct competitors.
- Do you really want two four-hour charrettes? This seems like a lot given how busy everyone is, but you know better what your intentions were.
- What level of diversity do you need in the experts? The BIPOC experts we know are not experts in network design, so it depends on whether that is the focus. You may know others.
- What should be our role? I would like to suggest that we at JWA have a listening role but not be speaking. You will hear our views throughout the project so the focus here should be on the other experts' views.
- Would you like us to facilitate, or would you rather that this be your own conversation with the experts?

As for people we can recommend apart from Russ I'd can think of ...

- Christof Spieler, the critical Houston METRO Board member who drove the redesign process there at the board level, also a consultant at Huitt Zollars.
- A retired expert who knows the city might be great. Bonnie Nelson comes to mind and I'd bet Jeff knows how to reach her.
- Lori Byala of Foursquare in Baltimore, who like Russ is a direct competitor of ours.

Other people who come to mind are the directors of planning at the closest peer agencies: Christine O'Claire at King Co Metro in Seattle and Sarah Ross at Translink in Vancouver. Both very smart and experienced with similar issues in similar geography.

These people all know network design so I know they'd have great things to say. You may be able to think of others. I do think SF is sufficiently unique that knowledge of the city is helpful. ... but again, we don't have a good idea for a BIPOC person who is strong on technical network planning.

I lay all of this out because I don't want to spend too much of our kickoff time on it. It's a detachable task that's not on the critical path, though its results become less relevant the longer we put it off. Above all, it's really something you asked for rather than something we proposed, so we'll need you to answer the questions above to make sure we can facilitate what you want.

Cheers,
--
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## Task 1. Post-Covid Expert Advice

This task includes a workshop with relevant experts in transit service planning and possibly transit equity. We can facilitate this workshop as desired and have budgeted for this, though it may be better that we be present as participants or even have only a spectator or questioning role. As we are competitors of some of the participants it may be more effective if we are asking questions rather than providing expertise at this event, since of course we will be providing expertise throughout the project.

Identified experts include Russ Chisholm of TMD and ourselves. We recommend that the third expert be a specialist in transit equity or transit justice. A total of $15000 in compensation is budgeted for these experts.

In the workshop staff will review the constraints and talk through a Post COVID vision to these experts. Experts will provide feedback on 1) the presented system vision 2) ideas on key metrics that should be analyzed and technical methodologies to use in developing the final plan and 3) suggestions on methods and messages/themes that could be used to communicate to the public, elected officials and key stakeholders

Staff has proposed two four-hour charrettes for this purpose. This may be excessive, but we have budgeted for it.

Note: The project cannot wait for this event. Work must proceed on Task 2 immediately upon execution of Notice to Proceed. We will incorporate insights from the workshop as viable when they are received.

**Deliverable**:

- Workshop – as soon as possible and preferably before **June 15**.
- Summary of workshop – one week after workshop.

responding, clicking links, or opening attachments.

**From:** Jarrett Walker
**To:** Kennedy, Sean M
**Cc:** Kirschbaum, Julie B; Bob Grandy; Michelle Poyourow
**Subject:** SFMTA Post-Covid Network Plan
**Date:** Friday, April 16, 2021 8:49:50 AM

---



Sean

Bob Grandy at Fehr and Peers sent me a rough scope for your Covid-19 recovery plan, and I had a chance to discuss it with Julie yesterday. It's an exciting opportunity, and we're honored that you'd think of us.

We just had a major project go on an unexpected pause, so now is a good time to start on your work. We'd love to get under contract by mid-May and do the Task 1 charrette in late May. We can develop a scope/budget based on the rough scope you sent us, but if you want to chat on the phone too that would be great.

Here are my questions as I review your scope.

Task 1. Are we the "consultant" in this task, with the responsibility for synthesizing into a memo for you? Will you be expecting memos from Thomas and Russ or does their role end with sharing ideas in the charrette.

Task 6. Can the local knowledge required for this task come from staff, or do we need a local outreach subconsultant to help us think about this?

Finally, because a lot of this can happen at any scale, would you rather have us define a rich scope with lots of flexibility at a not-to-exceed of $300k. or some other target? Or would you rather have a minimally compliant scope with caveats at a lower price?

Thanks! Look forward to working with you again!

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# San Francisco Municipal Railway

# Map of
# Trolley Coach Overhead

(not drawn to scale)

[revised from Notice #96-002 (Art Curtis)]
[12/12 digitizing & revision (Robert Parks)]
[contact email: rparks@lvhot.org]

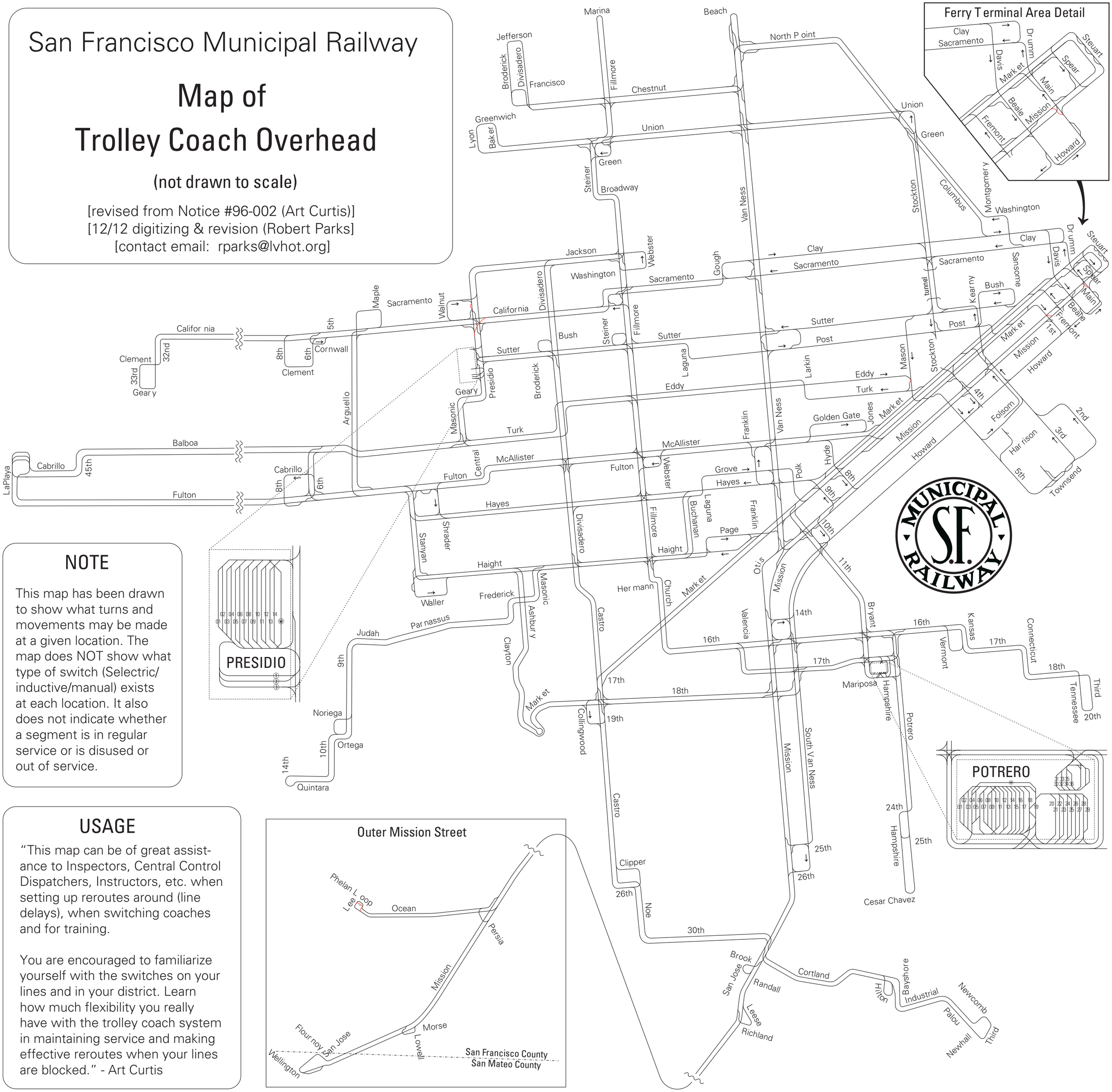
## NOTE

This map has been drawn to show what turns and movements may be made at a given location. The map does NOT show what type of switch (Selectric/ inductive/manual) exists at each location. It also does not indicate whether a segment is in regular service or is disused or out of service.

## USAGE

"This map can be of great assistance to Inspectors, Central Control Dispatchers, Instructors, etc. when setting up reroutes around (line delays), when switching coaches and for training.

You are encouraged to familiarize yourself with the switches on your lines and in your district. Learn how much flexibility you really have with the trolley coach system in maintaining service and making effective reroutes when your lines are blocked." - Art Curtis



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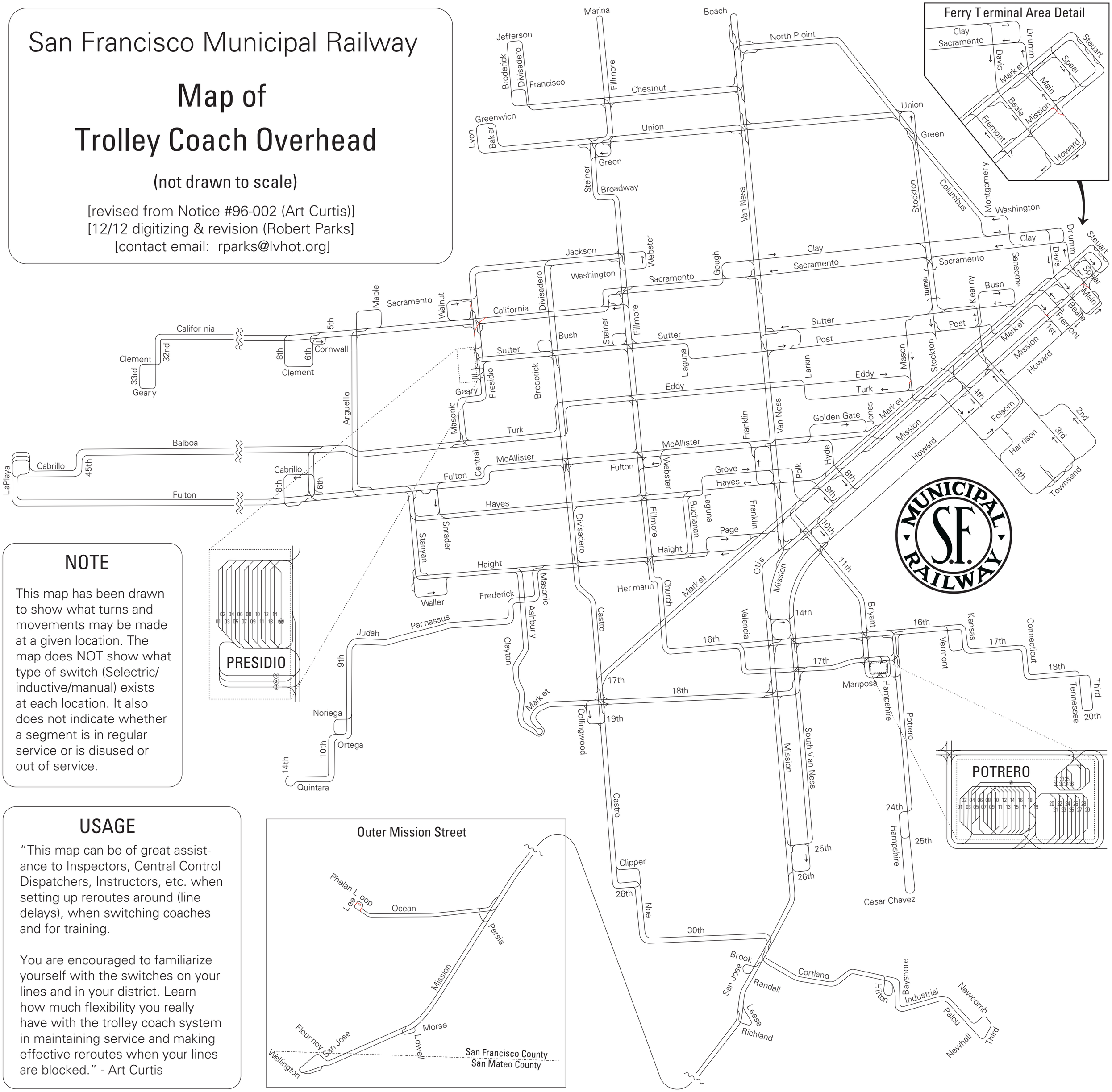

**From:** Jarrett Walker
**To:** Kirschbaum, Julie B; Kennedy, Sean M
**Cc:** Bob Grandy; Eric Womeldorff
**Subject:** Urgent: Proposal for Post-Covid network planning services
**Date:** Thursday, April 22, 2021 10:37:33 AM

---



Julie, Sean

Here is our response to your rough scope, turning it into a proposal.

Scope: https://www.dropbox.com/t/PtJ2GD6PM8DWmDjj
Budget: https://www.dropbox.com/t/h9J6UknjXnaW4BBm

We are submitting this for your review before it's submitted formally through Fehr and Peers because it contains comments you'll want to think about.

The November 1 deadline is extremely fast so we need to hear your thoughts ASAP so that we can get started. Also happy to jump on the phone if you prefer.

Cheers,

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**From:** Boland, Steve
**To:** Kennedy, Sean M; Jarrett Walker
**Subject:** Workshop prep

---

Jarrett, Sean would like to check in prior to the start of our workshop Monday morning. Please forward as needed.

_____

Microsoft Teams meeting

Join on your computer or mobile app

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Or call in (audio only)

+1 415-915-0757,,364896879# <tel:+14159150757,,364896879#>  United States, San Francisco

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+1 415-915-0757,,364896879# <tel:+14159150757,,364896879#>  United States, San Francisco

Phone Conference ID: 364 896 879#

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|---|---|
| **From:** | Sue Vaughan |
| **To:** | Preston, Dean (BOS); Chan, Connie (BOS); Mandelman, Rafael (BOS); Carroll, John (BOS) |
| **Subject:** | My public comment for Item 2 today |
| **Date:** | Friday, July 23, 2021 1:11:44 PM |



Items 1 and 2: Supervisors, I don't know why I was not able to give public comment.

My points that I would have shared:

1) Let's work on some progressive ballot measures to get Muni some dedicated annual operating and service expansion funds as part of our climate emergency strategy;
2) Please conduct an audit of SFMTA finances;
3) Can anyone introduce legislation to require staff to take oaths before the give presentations to elected and appointed officeholders?
4) Agree with Aex Lanstberg -- I am very concerned about plans to pull down our overhead wires and replace a system that works with battery operated electric buses with materials sourced from who knows what mine pits in unknown parts of the world
5) Re. the 28 -- I believe it's due for full restoration to Golden Gate Bridge. That's good. Bridge is a major tourist destination. At the same time, let's work on enforcement -- getting those Ubers and Lyfts out of that VIsitor Center bus stop.

Thank you.

Sue Vaughan

| | |
|---|---|
| **From:** | Melinda Noack |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Friday, July 23, 2021 8:58:35 AM |



To the Government Audit and Oversight Committee,

My name is Melinda Noack and I work at a community development nonprofit in District 6 in the Tenderloin. As someone who cares significantly about issues of racial and economic equity, and personally knows the incredible value of public transit in getting to work, running errands, enjoying all San Francisco has to offer, I am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen.

SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Melinda Noack

District 6

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

**From:** Calvin Welch
**To:** Carroll, John (BOS)
**Subject:** item 2 23 July agenda
**Date:** Friday, July 23, 2021 8:25:30 AM



Mr. Carroll

Could you please include the letter in the boards file on this item (#2 23 July Agenda?

Thanks calvin welch

Supervisor Dean Preston, Chair
Government Audit and Oversight Committee
Board of Supervisors
City Hall,
July 22, 2021

In Support of Item 2, July 23 Agenda: "Urging to Reinstate All Transit Lines to Pre Covid Service Hours by December 31, 2021"

On behalf of the Board of the Haight-Ashbury Neighborhood Council we urge the adoption of item 2 on todays agenda and its reference to the full Board of Supervisors for its consideration on July 27th.

Two of the six main Muni transit lines serving our neighborhood, the 21 Hayes and the 6 Parnassus, have been closed for over year. The SFMTA has not announced when or if these lines will ever be re-opened. These lines carry a combined peak hour ridership of over 14,000 people each workday when in full operation. In effect these lines have been "abandoned" without public hearing or specific comment by the SFMTA. No plans have been announced by the SFMTA on when or how to increase the capacity of the 5,7,33 or 43 lines, now in partial operation , to make up for this loss of public transit.

**The Constructive Abandonment of the 6 and 21 Lines Violates MUNI's "Transit Equity" Policy**

Both lines are listed as key transit lines in the "equity strategy" of MUNI aimed at serving low income transit reliant San Franciscans. Indeed, both lines are in the top 15 of all Muni lines in carrying senior and disabled San Franciscans ,two key populations meant to be served in MUNI's "transit equity" policy adopted in May of 2014. MUNI has announced no plans on how it proposes to restore service to these specific populations. What it has announced is that after the August service increase, excluding the 6 and 21, "98% of residents and 100% of equity neighborhoods *could* [emphasis added] be within a 1/4 mile of a Muni stop", a statement of little meaning to seniors and other with

mobility issues who are supposed to be a core constituency of "transit equity".

**The Constructive Abandonment of the 6 and 21 Lines contradicts Breed Administration Previously Announced Policy of Support for UCSF Expansion , A "Car Free" Kennedy Drive and "Transit Oriented Housing Development"**

UCSF massive expansion at its Parnassus campus will result in a 50% increase in daily person trips to 52,000 a day with an increase of peak hour vehicle trips from currently 14,900 to 28,000 a day. The Breed administration supported that expansion based upon commitments made in the EIR of the project to, among other things, "maintain existing bus stops on Parnassus" (mainly the 6) and to "advocate for ...increases for public transit ridership". . In addition the Breed Administration signed an MOU with UCSF in January of this year, that committed UCSF to make a "transportation contribution" "to increase the capacity and frequency of service ... of Muni lines, services and facilities provisded by SFMTA that directly serve Campus community".

Does the abandonment of the 6 line undermine that contribution. The project EIR states that fully one third of the faculty and staff taker public transit to the site and just over a fourth drive. Does the abandonment of the 6 line mean even more staffer will drive to work?

The Breed administration, has strongly supported the permanent closing of Kennedy Drive to cars, a psuh lead by her Recreation and Parks Department and her SFMTA. Those of us in the neighborhood, while in support of that goal, have asked just what increases in public transit are planned to ensure mobility impaired San Franciscans have access to Golden Gate Park and our neighborhood would not see a dramtic increase in car traffic as folks circle the park looking for perking. There has been no direct answer to these questions. But abandoning the 21 line, which serves the eastern edge of the Park, is certainly an answer we did not anticipate. Closing Kennedy Drive to cars and REDUCING public transit access will result in even more cars circling our neighborhood looking for parking and raises real access equity issues about the closing.

Mayor Breed has been insistent on increasing housing densities along transit corridors. Indeed, the Haight-Ashbury, historically well served by public transit, has been identified as one of the neighborhoods she would like to have residential density increased. By reducing bus and trolley lines by one third, with no plans to increase service of the remaining two thirds ,undermines the entire justification for these density increases.

The HANC Board urges the passage of Item 2 and its adoption by the full Board on July 27th.

Calvin Welch
Housing and Land use Member,
Board of the Haight-Ashbury Neighborhood Council

Thanks

Sent from Mail for Windows 10

| | |
|---|---|
| **From:** | Malia Byrne |
| **To:** | Carroll, John (BOS) |
| **Cc:** | Peskin, Aaron (BOS); Safai, Ahsha (BOS); Stefani, Catherine (BOS); ChanStaff (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com; MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Preston, Dean (BOS); Tumlin, Jeffrey (MTA); Walton, Shamann (BOS) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Friday, July 23, 2021 8:05:40 AM |



To the Government Audit and Oversight Committee,

My name is malia byrne and i work in the tenderloin. i am writing to express my support for the following asks to the SFMTA:

A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.

A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.

Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

malia byrne

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jeffrey Tumlin, SFMTA Director of Transportation

--
**Malia Byrne**
*she/they*
Associate Artistic Director, Skywatchers

**From:** Rachel Pettus
**To:** Carroll, John (BOS)
**Subject:** Muni Green Division Operator Parking Elimination
**Date:** Thursday, July 22, 2021 11:26:40 PM



Why has the parking for 9163 Transit Operators at the SFMTA Green Light Rail Division been permanently eliminated for Transit Operators only while other muni workers that do not provide functions that can critically impact service continue to be allowed to park in the SFMTA parking garage on Ocean Avenue?

Due to the housing crisis, most operators can not afford to live in San Francisco and they definitely cannot afford to pay an additional $200 a month on top of their current commute and housing costs, which the agency has poorly proposed.

A lot of operators have children who they must transport to and from school and/or childcare and due to time constraints of school and BART schedules, and safety of themselves and their children being left to navigate public transportation in San Francisco by themselves along with traveling to work from outside of San Francisco, Public Transportation is not a viable option. Walking in San Francisco during early morning and late hours is also unsafe due the rising number of assaults, robberies, and property thefts in the city.

These operators rely on this parking. It is critical due to parking constraints in the area and most critical for the operators to be able continue delivering on time service.

If parking is cut, we will see an increase in operator absences and a significant impact to service. By taking away operator parking, it is making operators choose between taking care of themselves, their children, loved ones, worrying about their safety, and coming to work.

Is the elimination of parking necessary? Parking hasn't been an issue pre-pandemic so why is SFMTA making such a poor decision that can impact Light Rail and F Line Service?

Operators are employees that have diligently worked throughout the pandemic without much protection or a vaccination and continue to jeopardize their health to provide service.

Why are we penalizing good employees that continue to risk their lives to keep the city moving.

| | |
|---|---|
| **From:** | Cat Bell |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA); BOS-Legislative Aides |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 10:51:13 PM |



To the Government Audit and Oversight Committee,

My name is Cathy Bellin from District 5 and I am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by the end of 2021 or provide a plan based on data on how you will determine when the lines will be back.
- A robust community engagement from the SFMTA before any changes are decided on the future of our Muni lines
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence in the SFMTA, they need to restore all Muni lines to pre-pandemic service before the end of 2021. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, but should not engage in tha process until all lines have been returned or there has been a plan to bring all Muni lines back. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence in the SFMTA.

Thank you for your time and consideration.

Sincerely,

Cathy Bellin

District 5

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jeffrey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Deirdre Visser |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 8:15:39 PM |



To the Government Audit and Oversight Committee,

My name is Deirdre Visser. I am a San Francisco native living at the edge of the Mission and Noe Valley in District 8. I am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year; where that's impossible we ask for an honest estimate of when the lines will be back.
- A robust community engagement process from SFMTA before changes in transit lines are made with racial and transit equity as central values.
- A process to engage with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to recover confidence in SFMTA, the system should be restored to pre-pandemic levels. If not, we ask you to provide the public with a more honest assessment of when full restoration will happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it disproportionately affects historically excluded and underserved neighborhoods. Transit Equity means that communities where there are limited personal resources for alternatives to public transportation are served best by our public transit agency. Modifying or cutting lines without their prior input does not nurture confidence in SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore public trust. They can do this by restoring the lines or providing a timeline AND bolstering community engagement before modifying lines.

Restore the lines to restore our confidence on SFMTA.

These are fair and good starting points before addressing the SFMTA's budget issues. In

**public** transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Deirdre Visser, District 8

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jeffrey Tumlin, SFMTA Director of Transportation

--
Deirdre Visser
(she/her)

"One of the functions of art is to give people the words to know their own experience…Storytelling is a tool for knowing who we are and what we want." Ursula LeGuin

"The old world is dying and the new world struggles to be born.
Now is the time of monsters." - A. Gramsci

**From:** KATHY SETIAN
**To:** Carroll, John (BOS)
**Subject:** Comments to Government Oversight Committee
**Date:** Thursday, July 22, 2021 5:07:40 PM



Comments to Government Oversight Committee
Regarding Restoration of Service on J-Church Line

Supervisors Preston, Chan and Mandelman,

I write in support of Supervisor Preston's and Supervisor Chan's resolution urging SFMTA to reinstate pre-COVID Muni service by December 31, 2021.

I am particularly concerned that the J-Church is now terminating at Market/Church/Duboce, and that SFMTA is proposing to make this service cut permanent. It was stated that SFMTA needed to reduce the number of trains they turn around in the subway based on pre-pandemic ridership and train frequency. For people in the neighborhoods served by the J-Church, this causes many problems:

- We would permanently need to transfer to get downtown, losing the direct service that helped make our neighborhoods attractive places to live
- Transferring at Market Street to the underground requires crossing busy streets like Market Street to get to the elevator, regardless of any surface improvements.
- There are additional impacts to seniors and people with disabilities: no escalators at Church/Market to the underground, and limited or no seating on the inbound subway for seniors/disabled because those seats are already occupied on trains from the Sunset.
- The forced transfer is also an obstacle for families with children, shoppers with bags, and people coming home from evening cultural events downtown.

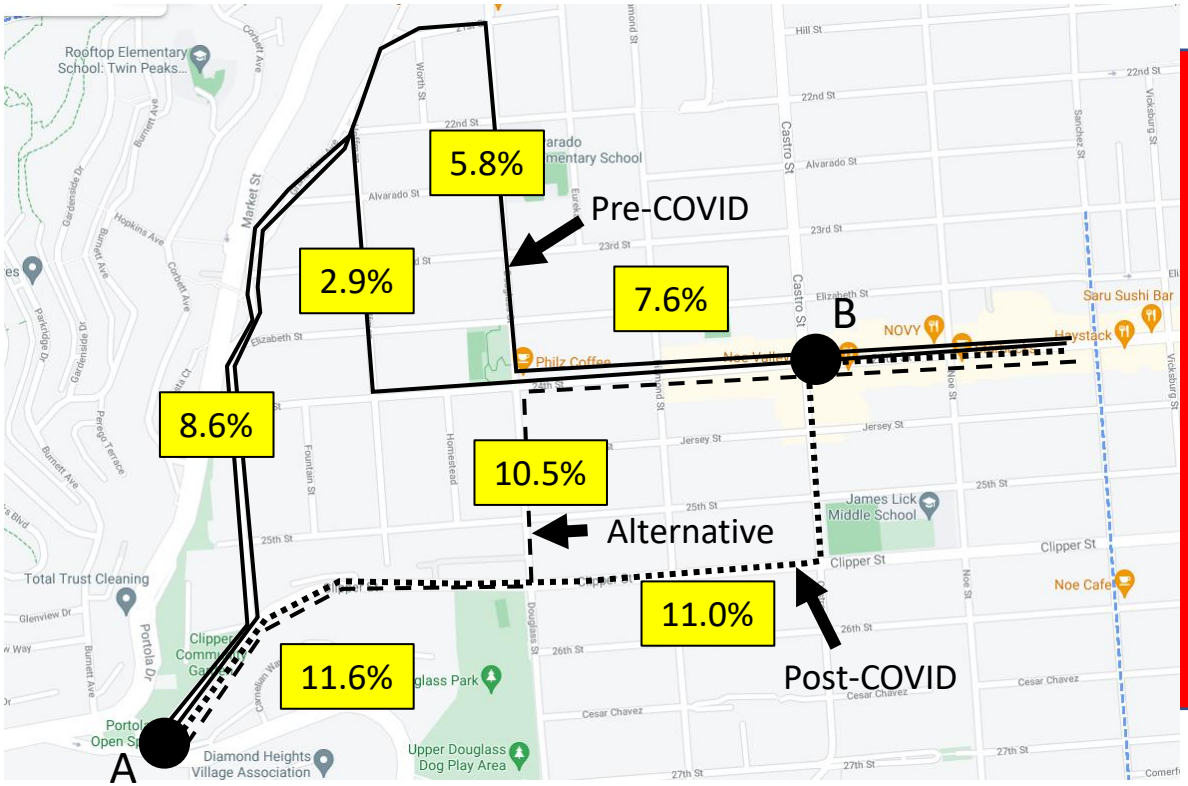
--[if !supportLists]-->

SFMTA is conducting a survey, but has NOT reached out to all communities served by the J-Church, and the survey is deceptive in several ways:

- It is not until Question #9 that they ask if we want the transfer point to be made permanent. This question should be more prominent and transparent.
- They do NOT ask about the importance of having a direct line to downtown without needing to transfer, while they DO ask about the importance of not being delayed in traffic. MTA should be surveying the ridership about the relative importance of BOTH of these objectives.
- They do NOT ask how often we rode the J to go downtown before the pandemic, nor do they ask how often we plan to go downtown in the future. They only ask us to rate the quality of service since May 2021 when the transfer point was initiated.
- They obscure a dramatic service cut by labeling it "improvements" to an unwanted transfer point, and using phrases like "help the J-Church" and "benefit those who rely on Muni".

Given the decreased ridership due to many people permanently working from home either full or part-time, SFMTA should reconsider restoring direct service. At a minimum, the J streetcars should go through the subway during off-peak hours when many seniors go downtown. Additionally, if the Mayor and the Supervisors want to rejuvenate the downtown area that has been devastated by the pandemic, they should look at ways of making downtown more accessible to all.

Kathy Setian
1783 Sanchez St., SF, CA 94131
Homeowner, 50-year Muni Rider




## Key Take-aways

**Higher gradient route is not desirable because:**

- Higher fuel cost
- Slower speed*
- More noise
- More wear and tear on buses

*although distance is longer with pre-COVID route, the difference is less than ½ mile; the other costs associated with lower gradient more than make up for the longer route

## Gradient Summary

| | | | |
|---|---|---|---|
| Pre-COVID (westbound) | 1.17 miles | 7.6% | (average – 6.6%) |
| Pre-COVID (eastbound) | 1.29 miles | 5.6% | |
| Alternative | 0.78 miles | 9.8% | |
| Post COVID | 0.77 miles | 10.1% | |

## Conclusions

Pre-COVID route is 48% lower gradient than “alternative” route (from point A to B)

Pre-COVID route is 53% lower gradient than “Post-COVID” route (from point A to B)

| | |
|---|---|
| **From:** | James Pounders |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 4:08:18 PM |



Tropical Earth

To the Government Audit and Oversight Committee,

My name is James Pounders from the Tenderloin neighborhood. As a Senior with mobility issues I have a great concern about how SFMTA handled closers and reestablishing of several bus lines. There was no concern for people of lower income. disabled and elderly. Once again we became invisible and were expected to accept bad behavior from SFMTA.

I am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

James Pounders

District 6

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

Tropical Earth

| | |
|---|---|
| **From:** | Lisa Galinis |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 3:36:35 PM |



To the Government Audit and Oversight Committee,

My name is Lisa Galinis from the Tenderloin and am writing to express my support for the following asks to the SFMTA:

1.A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.

2. A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.

3. Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.
We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,
Lisa Galinis
District 6

CC:
SF Board of Supervisors
SFMTA Board of Directors

Jeffrey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Muoi Huynh |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 2:51:17 PM |



To the Government Audit and Oversight Committee,

My name is Muoi Huynh from Tenderloin and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input does not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Muoi (Tammy) Huynh

District 6

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jeffrey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Polly Hommel |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Items: 210748 and 210820: The essential need for Full Restoration of SFMUNI |
| **Date:** | Thursday, July 22, 2021 1:47:44 PM |



Dear Government Audit and Oversight Committee:

My name is Polly Hommel, I currently live in district 6, in the Tenderloin, on Turk Street, along the desperately missed 31 Balboa line. I am writing today to express my insistence upon the below specific needs to the SFMTA:

• A commitment to full restoration of *all* lines to pre-pandemic levels by end of 2021, and provide an honest estimate of when the previously removed lines will be back.
• A quantifiably robust community engagement by SFMTA prior to any changes upon transit lines. This should be centered around supporting racial, disability, and economic equity.
• Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans, particularly marginalized communities in the Tenderloin and beyond.

For San Franciscans to regain confidence in the SFMTA, the SFMTA must restore all lines to at least pre-pandemic levels. At the very minimum, must provide the public with an honest assessment of when full restoration will occur for each line. SFMTA must ensure the public is always involved in determining transit policies and route modifications, particularly when it impacts excluded and underserved neighborhoods where the majority of residents are poor, Disabled, Black, Indigenous, and People of Color. Transit Equity must meet the needs of communities, especially where there are no other resources nor alternatives to the transportation provided by our public transit agency. Modifying or cutting lines without the prior input of the residents these lines serve does the opposite of inspiring confidence in SFMTA's ability to meet its mission. Indeed, it is compounding the hardship of the most vulnerable communities.

We recognize the state of SFMTA's budget deficit, and are more than willing to find ways to remedy that deficit without resorting to modifying critical bus lines—but first, SFMTA must restore prior levels of trust from the public. SFMTA can do this by restoring the lines and by providing an accurate timeline. Additionally, SFMTA must bolster its community engagement, critically well in advance of modifying survival-strata service lines.

Restore the lines to restore our confidence in SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In

public transportation, as in the name, the public should come first.

Thank you for your time and forthcoming work.

Sincerely,

Polly Hommel
District 6

CC:
SF Board of Supervisors
SFMTA Board of Directors
Jeffrey Tumlin, SFMTA Director of Transportation

**From:** Sue Vaughan
**To:** Carroll, John (BOS); Preston, Dean (BOS); Chan, Connie (BOS); Mandelman, Rafael (BOS)
**Subject:** July 23, 2021; Government Audit and Oversight Committee, Item 2
**Date:** Thursday, July 22, 2021 1:43:55 PM



Item 2, Urging to Reinstate All Transit Lines to Pre-Covid Service Hours by December 31, 2021 -- Support

Dear Supervisors Preston, Chan, and Mandelman,

Supervisors Chan and Preston, thank you so much for sponsoring this resolution to restore all pre-Covid service hours by the end of this year. Our city cannot recover economically without a vibrant public transportation system; nor can we reduce our greenhouse gas emissions without access to a comprehensive, appealing, and affordable system of mass transit. As to finding the resources to do this, let's consider a citywide Muni support parcel tax and/or a corporate wealth tax, similar to Prop. C from a few years ago.

Sue Vaughan
District 1

| | |
|---|---|
| **From:** | Susan Bryan |
| **To:** | Carroll, John (BOS) |
| **Cc:** | MandelmanStaff, [BOS]; Haney, Matt (BOS); Tumlin, Jeffrey (MTA); MelgarStaff (BOS); Safai, Ahsha (BOS); Mar, Gordon (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Ronen, Hillary; MTABoard@sfmta.com; Walton, Shamann (BOS); Preston, Dean (BOS) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 4:39:06 PM |



To the Government Audit and Oversight Committee,

My name is Susan Bryan from The Tenderloin Neighborhood and am writing to express my support for the following asks to the SFMTA:

A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans
For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines.  Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues.  In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Susan Bryan

District 6

CC:
SF Board of Supervisors
SFMTA Board of Directors
Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Luis Castillo |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 3:52:24 PM |



To the Government Audit and Oversight Committee,
My name is Luis Castillo from Tenderloin and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.
We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.
Thank you for your time and consideration.
Sincerely,
Luis Castillo
District 6
CC:
SF Board of Supervisors
SFMTA Board of Directors
Jeffrey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Matthew Dudley |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 3:42:45 PM |



To the Government Audit and Oversight Committee,

My name is Matthew Duldey from District 6 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where they were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

MATTHEW DUDLEY

DISTRICT 6

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Matthew Dudley |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 3:42:45 PM |



To the Government Audit and Oversight Committee,

My name is Matthew Duldey from District 6 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where they were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

MATTHEW DUDLEY

DISTRICT 6

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Buribo Saurous |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 12:02:43 PM |



To the Government Audit and Oversight Committee,

My name is Wing Kwan from district 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Wing Kwan

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | vivian kwan |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 12:00:52 PM |



To the Government Audit and Oversight Committee,

My name is Han Kwan from district 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Han Kwan

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | mew bottoms |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 11:58:52 AM |



To the Government Audit and Oversight Committee,

My name is Kwan Wing from district 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Kwan Wing

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | mewbottoms appleby |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 11:57:00 AM |



To the Government Audit and Oversight Committee,

My name is Wing Han from district 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Wing Han

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Mikyuki Kwan |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 11:54:03 AM |



To the Government Audit and Oversight Committee,

My name is *Vivian Kwan* from District 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFMTA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

*Vivian Kwan*

*District 11*

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Balakrishna Chennupati |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:22:56 PM |



Dear SFMTA's Board of Directors, My name is Bala Chennupati from the Mission district. I am writing to demand that SFMTA restore all Muni lines with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.

Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,
Bala Chennupati,
Mission District

| | |
|---|---|
| **From:** | Amanda Collins |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:14:31 PM |



Dear SFMTA's Board of Directors,

My name is Amanda Collins from District 6. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Amanda Collins, District 6

| | |
|---|---|
| **From:** | Shawn Heiser |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:14:19 PM |



Dear SFMTA's Board of Directors, My name is Shawn from D-11. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means
communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely,

Shawn Heiser (he/him/his)
SF District 11

Research, Instruction, & Outreach Librarian
Geography & Environment | Environmental Studies
Child & Adolescent Development | Liberal Studies
School of Cinema | American Studies
Recreation, Parks, & Tourism

J. Paul Leonard Library
San Francisco State University

heiser@sfsu.edu
(415) 405-3951

| | |
|---|---|
| **From:** | kevin.metcalf2@gmail.com |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:13:41 PM |



Dear SFMTA's Board of Directors,

My name is Kevin Metcalf from the Mission. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Kevin Metcalf
Mission District resident

| | |
|---|---|
| **From:** | Patricia Zurkan |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:13:34 PM |



Dear SFMTA's Board of Directors, My name is (your name) from (District number or Neighborhood). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means
communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely, Patricia District 6

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|---|---|
| **From:** | Lyzette E Wanzer |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Items #210748 & #210820: SFMTA Concerns |
| **Date:** | Monday, July 19, 2021 10:46:08 PM |



To the Government Audit and Oversight Committee,

I'm Lizette Wanzer  from the TL neighborhood in District 6. I'm calling on the SFMTA to stop sidelining, undermining, and ignoring Tenderloin residents' concerns, needs, and demands (while catering to other, more moneyed neighborhoods with higher SES levels) and attend to the following items. I will continue to believe that the Agency is acutely disinterested in transit equity affairs unless I see earnest, resolved commitments to:

- restore ALL transit lines to pre-pandemic levels by year-end;
- engage in community engagement prior to executing transit line or route alterations, especially and most emphatically where predominantly minority, senior, and low socioeconomic communities are affected;
- work with city residents across all neighborhoods to ensure San Francisco possesses a public transportation that serves all--not a chosen, exalted few--communities responsibly and equitably.

Every major metropolitan city in the nation has a robust and responsive public transit system. San Francisco should not be lagging behind in that responsibility.

Public education schools cannot pick and choose which students they will serve; they have to serve *all* of them. That's what "public" means. Or at least, what it's supposed to mean. Cities refer to transit as public transportation for a reason: the transit is supposed to serve the public. *All* of it.

Thank you for your swift attention to this matter.

Sincerely,

Lizette Wanzer, MFA

Author and Medical, Pharmaceutical, & Wellness Website Manager

District 6

cc:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | sfbicyclist@yahoo.com |
| **To:** | MTABoard@sfmta.com |
| **Cc:** | Carroll, John (BOS); camable@sfbike.org; Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! (SFMTAB Item 14 and SFBOS GAO committee Item 1) |
| **Date:** | Monday, July 19, 2021 5:02:13 PM |



*Dear SFMTA's Board of Directors,*

*My name is Edgar Micua from District 6, Tenderloin neighborhood.*

***I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.***

*Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for MUNI to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.*

*Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.*

*Sincerely,*
*Edgar Micua*
*District 6*

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|---|---|
| **From:** | larry williamson |
| **To:** | Carroll, John (BOS) |
| **Cc:** | MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | Restoring Bus Line. |
| **Date:** | Monday, July 19, 2021 4:17:55 PM |



To the Government Audit and Oversight Committee,

My name is ***Larry Williamson*** from ***District 6*** and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

***Larry Williamson***

***District 6***

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|---|---|
| **From:** | Kristen Leckie |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 2:04:15 PM |



Dear SFMTA Board of Directors,

My name is Kristen and I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year. Moving forward, the SFMTA must conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.

***Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.***

Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,
Kristen Leckie

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| **From:** | Gary Decad |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:48:53 PM |



Dear SFMTA's Board of Directors, My name is Dr. Gary M. Decad from (District 8, Buena Vista TerraceNeighborhood). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely, Gary M. Decad, Buena Vista Terrace

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|---|---|
| **From:** | Charles Whitfield |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 2:24:39 PM |



Dear SFMTA's Board of Directors,

My name is Charles Whitfield, and I'm a District 8 resident. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.

Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Charles Whitfield
District 8

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|---|---|
| **From:** | Peter Belden |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:46:00 PM |



Dear SFMTA's Board of Directors, My name is Peter Belden from D10. I am writing to urge that SFMTA restore full service by the end of the year. I also urge that SFMTA not simply restore the same lines but instead use this as an opportunity to make improvements such a running buses at intervals rather than on a schedule. Now is an opportunity to build back better NOT simply to build back.

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|---|---|
| **From:** | Sarah Katz-Hyman |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 2:40:29 PM |



Dear SFMTA's Board of Directors,

My name is Sarah Katz-Hyman from District 5. I am writing to demand that SFMTA restore all Muni lines, including the 21-Hayes, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.

Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Sarah Katz-Hyman, District 5

| | |
|---|---|
| **From:** | Joseph Amayo |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:32:10 PM |



Dear SFMTA's Board of Directors,

My name is Joseph from the Outer Richmond district. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Joseph Amayo (Outer Richmond District resident)

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|---|---|
| **From:** | Paul Lee |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 2:50:16 PM |



Dear SFMTA's Board of Directors, My name is Paul Lee from the Outer Sunset District. I am living on Social Security and I do not have a car, nor can I afford taxicabs. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa and 18-46Ave, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.
Sincerely,
Paul Lee - Outer Sunset District

| | |
|---|---|
| **From:** | Sarah Boudreau |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:30:04 PM |



Dear SFMTA's Board of Directors,
My name is Sarah from District 1. I am writing in solidarity with SF Bike to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. This does not even cover the congestion, health, and climate reasons to restore service and get lots of folks in the habit of riding transit again . Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely,
Sarah, D1

Sent from my iPhone

| | |
|---|---|
| **From:** | Eric Socolofsky |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 3:21:08 PM |



Dear SFMTA's Board of Directors, My name is Eric Socolofsky from District 4 / Sunset.

I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.

Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,
Eric Socolofsky
District 4

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|---|---|
| **From:** | Alex Wolz |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | ChanStaff (BOS); Haney, Matt (BOS); claire@sfbike.org; Preston, Dean (BOS); Carroll, John (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 1:25:55 PM |



Dear SFMTA's Board of Directors, My name is (your name) from (District number or Neighborhood). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely, (Name, District)

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|---|---|
| **From:** | Nishant Kheterpal |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 3:31:17 PM |



Dear SFMTA's Board of Directors,
My name is Nishant Kheterpal from Hayes Valley. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means
communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.
Sincerely,
Nishant Kheterpal
District 5

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|---|---|
| **From:** | Sarah Katz-Hyman |
| **To:** | MTABoard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Re: Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 4:11:34 PM |



ear SFMTA's Board of Directors,

My name is Sarah Katz-Hyman from District 5. I am writing to demand that SFMTA restore all Muni lines, including the 21-Hayes, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.

Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Sarah Katz-Hyman, District 5

On Tue, Jul 20, 2021 at 2:39 PM Sarah Katz-Hyman <skatzhyman@gmail.com> wrote:

> Dear SFMTA's Board of Directors,
>
> My name is Sarah Katz-Hyman from District 5. I am writing to demand that SFMTA restore all Muni lines, including the 21-Hayes, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.
>
> Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic.
>
> Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Sarah Katz-Hyman, District 5

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|---|---|
| **From:** | Aj Dupree |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore MUNI Service |
| **Date:** | Tuesday, July 20, 2021 4:54:24 PM |



Greetings Chair Gwyneth Borden and Members.

Aleta Dupree for the record. (she, her).

I write to you today emphasizing the importance of restoring service on the MUNI bus system. As an ordinary user of MUNI, I feel it essential for SFMTA to restore all MUNI lines to a level of pre pandemic service. I think it important for SFMTA to conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency. A transit-first city means making sure our equity priority communities are able to access safe, reliable, and affordable transportation, especially considering this pandemic is not over. This includes Seniors, Disabled, and Veterans. Please show our equity priority communities a restoration of MUNI service by the end of the year and to make sure a plan is in place to continue such restored service in a sustainable manner.

Thank you.

| | |
|---|---|
| **From:** | Kyle Lee |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 5:50:48 PM |



Dear SFMTA's Board of Directors, My name is (your name) from (District number or Neighborhood). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means
communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely, (Name, District)

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|---|---|
| **From:** | Eric Sutter |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 6:20:04 PM |



Dear SFMTA's Board of Directors,

My name is Eric Sutter and I live in district 8 and work in district 6. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities, including many individuals I personally work with at a local non-profit, have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Eric Sutter

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|---|---|
| **From:** | Sueann Mark |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 7:37:37 PM |



Dear SFMTA's Board of Directors, My name is Sueann Mark from (District number 1). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,
Sueann Mark
District 1

_____
Sent from my iPhone, please excuse any typos.

| | |
|---|---|
| **From:** | Christy Vong |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 9:50:26 PM |



Dear SFMTA's Board of Directors,

My name is Christy from District 1. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,
Christy, District 1

| | |
|---|---|
| **From:** | Pamela Wellner |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 9:50:48 PM |



Dear SFMTA's Board of Directors, My name is Pamela and I live in Potrero Hill. I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.
Sincerely, (Name, District)
Sincerely,

Pamela Wellner
https://amplifyeco.com/

| | |
|---|---|
| **From:** | Reed Sandberg |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Tuesday, July 20, 2021 11:05:37 PM |



Dear SFMTA's Board of Directors, My name is Reed Sandberg from the Mission.

I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to affected communities before any decisions affecting Muni service are made in the future. Affected communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely, Reed Sandberg - Mission District

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|---|---|
| **From:** | Ranjit Chacko |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | ChanStaff (BOS); Haney, Matt (BOS); claire@sfbike.org; Preston, Dean (BOS); Carroll, John (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Wednesday, July 21, 2021 7:16:37 AM |



Dear SFMTA's Board of Directors,

My name is Ranjit Chacko from District 5. I am writing to demand that SFMTA restore all Muni lines to full service by the end of the year.

Additionally moving forward, SFMTA should conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back.

Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

-Ranjit

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|---|---|
| **From:** | Kathryn Anderson-Levitt |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Wednesday, July 21, 2021 8:19:32 AM |



Dear SFMTA's Board of Directors,

My name is Kathryn Anderson-Levitt from Sunnyside/Monterey Blvd. I realize that Muni, which ought to be a fully-funded public service, has been struggling with budget deficits, and I appreciate that you have partially restored some lines, for example, to get people to the health clinics and hospitals on Geary.

Nonetheless, it is crucial that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.

Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

Kathryn Anderson-Levitt
Sunnyside

| | |
|---|---|
| **From:** | Ivan Gonzalez |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Wednesday, July 21, 2021 8:57:31 AM |



Dear SFMTA's Board of Directors, My name is (your name) from (District number or Neighborhood). I am writing to demand that SFMTA restore all Muni lines, including the 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future. Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means
communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again. Sincerely, (Name, District)

| | |
|---|---|
| **From:** | John McCormick |
| **To:** | Carroll, John (BOS) |
| **Cc:** | Tumlin, Jeffrey (MTA); Preston, Dean (BOS) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 9:07:25 AM |



Good morning,

My name is John McCormick from district 5 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first. Thank you for your time and consideration.

Sincerely,
John McCormick
District 5

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|---|---|
| **From:** | Siu Cheung |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 9:13:31 AM |



To the Government Audit and Oversight Committee,

My name is Siu Cheung from District 11 and am writing to express my support for the following asks to the SFMTA:

- A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.
- A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.
- Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Siu Cheung

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Siu Cheung |
| **To:** | Carroll, John (BOS) |
| **Cc:** | ChanStaff (BOS); MandelmanStaff, [BOS]; Haney, Matt (BOS); Mar, Gordon (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS); MTABoard@sfmta.com; Tumlin, Jeffrey (MTA) |
| **Subject:** | GAO Agenda Item 210748 & 210820: Support for Full Restoration of SFMUNI |
| **Date:** | Wednesday, July 21, 2021 9:16:11 AM |



To the Government Audit and Oversight Committee,

My name is Fook Kwan from District 11 and am writing to express my support for the following asks to the SFMTA:

<!--[if !supportLists]-->• <!--[endif]-->A commitment to full restoration of all lines to pre-pandemic levels by end of year or provide an honest estimate of when the lines will be back.

<!--[if !supportLists]-->• <!--[endif]-->A robust community engagement from SFMTA before changes on transit lines centered around racial and transit equity.

<!--[if !supportLists]-->• <!--[endif]-->Work with San Franciscans to find a solution to the budget deficit in order to ensure equitable public transportation for all San Franciscans

For San Franciscans to restore confidence on SFMTA, they need to restore all the lines from where we were before the pandemic shutdown. If not, to provide the public with a more honest assessment on when full restoration may happen. SFMTA needs to ensure the public is always involved in determining transit policies and route modifications, especially if it affects the historically excluded and underserved neighborhoods where a majority of people are poor, Black, Indigenous, and People of Color live. Transit Equity means communities where there are no other resources for alternatives to transportation are served by our public transit agency. Modifying or cutting lines without their prior input do not bring confidence on SFMTA's ability to meet its mission.

We recognize the state of SFMTA's budget deficit and are more than willing to find ways to fill that deficit without having to modify lines, but first, SFMTA needs to restore trust from the public. They can do this by restoring the lines or provide a timeline & bolster its community engagement before modifying lines. Restore the lines to restore our confidence on SFTMA. These are fair and good starting points for San Franciscans to be in before addressing the SFMTA's budget issues. In public transportation, as in the name, the public should come first.

Thank you for your time and consideration.

Sincerely,

Fook Kwan

District 11

CC:

SF Board of Supervisors

SFMTA Board of Directors

Jefferey Tumlin, SFMTA Director of Transportation

| | |
|---|---|
| **From:** | Ellyn Shea |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Wednesday, July 21, 2021 9:32:53 AM |
| **Attachments:** | Restore our Muni lines now!.msg |

| | |
|---|---|
| **From:** | Ellyn Shea |
| **To:** | sfmtaboard@sfmta.com |
| **Cc:** | claire@sfbike.org; Carroll, John (BOS); Haney, Matt (BOS); Preston, Dean (BOS); ChanStaff (BOS); MandelmanStaff, [BOS] |
| **Subject:** | Restore our Muni lines now! |
| **Date:** | Wednesday, July 21, 2021 9:32:23 AM |

Dear SFMTA's Board of Directors,

My name is Ellyn Shea from District 5, in the USF neighborhood. I am writing to demand that SFMTA restore all Muni lines, including the 21 Hayes and 31-Balboa, with full service by the end of the year and that moving forward, SFMTA will conduct targeted outreach and engagement to underserved communities before any decisions affecting Muni service are made in the future.

Historically excluded and underserved communities have been operating without their bus lines for over a year now and are continuously vocalizing the dire need for Muni to come back. Transit Equity means communities like those where there are no other resources for alternatives to transportation are served by our public transit agency and a transit-first city means prioritizing equity and making sure our most vulnerable communities are able to access reliable and affordable transportation especially in the middle of a pandemic. Please show our communities they are a top priority by restoring Muni service by the end of the year and to make sure a plan is in place if this is ever to happen again.

Sincerely,

--
Ellyn Shea
District 5