



SAN FRANCISCO PORT COMMISSION

**MAY 25, 2021
MINUTES OF THE MEETING**

MEMBERS, PORT COMMISSION

**HON. KIMBERLY BRANDON, PRESIDENT
HON. WILLIE ADAMS, VICE PRESIDENT
HON. JOHN BURTON, COMMISSIONER
HON. GAIL GILMAN, COMMISSIONER
HON. DOREEN WOO HO, COMMISSIONER**

**ELAINE FORBES, EXECUTIVE DIRECTOR
CARL NICITA, COMMISSION AFFAIRS MANAGER**

CITY & COUNTY OF SAN FRANCISCO PORT COMMISSION

MINUTES OF THE MEETING May 25, 2021

1. CALL TO ORDER / ROLL CALL

This meeting was held by teleconference pursuant to the Governor's Executive Order N-29-20 and the Fifth Supplement to Mayoral Proclamation Declaring the Existence of a Local Emergency.

Port Commission President Kimberly Brandon called the meeting to order at 2:15 p.m. The following Commissioners were present: Kimberly Brandon, John Burton, Gail Gilman and Doreen Woo Ho. Vice President Willie Adams joined the meeting at 2:30 p.m.

2. APPROVAL OF MINUTES – April 27, 2021

ACTION: Commissioner Woo Ho moved approval of the minutes. Commissioner Burton seconded the motion. In a roll call vote, the minutes were approved unanimously.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT ON EXECUTIVE SESSION

No Public Comment.

4. EXECUTIVE SESSION

- (1) CONFERENCE WITH LEGAL COUNSEL REGARDING
ANTICIPATED
LITIGATION MATTER AND SETTLEMENT AGREEMENT
(DISCUSSION AND ACTION)

Discussion of anticipated litigation matter pursuant to California Government Code Section 54956.9(d)(2) and (d)(4) and San Francisco Administrative Code Section 67.10(d)(2) regarding disputed title to a portion of Custer Avenue in the vicinity of 1650 - 1680 Davidson Avenue. Anticipated litigation: _X_ As defendant _X_ As plaintiff

Proposed Action: Approve the negotiated Settlement Agreement with the 2006 Murray G. And Doris M. Cole Revocable Trust (“Cole Trust”) under which, without any admission of liability for any purpose, (i) the Port and the Cole Trust would agree not to file a lawsuit against the other for a period of 18 months while the parties work together in good faith to resolve the title dispute over the Custer Avenue paper street within the Cole Trust property at 1650 and 1680 Davidson Avenue through a sale, trust swap or other mutual resolution subject to approval by the required policy bodies including the State Lands Commission and the Port Commission; (ii) the Cole Trust could continue to use the paper street in exchange for a non-refundable annual payment of \$77,049.00 for a term of 5 years (subject to extension) or less if title is resolved under (i) above or upon a final court decision resolving title; (iii) the Cole Trust will indemnify, release and hold the Port harmless in connection with its use of the Custer Avenue paper street; and (iv) the Settlement Agreement will benefit and bind tenants and subsequent owners of 1650 and 1680 Davidson Avenue. The Settlement Agreement includes other appropriate terms and conditions.

(2) CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED LITIGATION MATTERS

Discussion of anticipated litigation matter pursuant to California Government Code Section 54956.9(d)(2) and (d)(4) and San Francisco Administrative Code Section 67.10(d)(2) regarding a release of fuel at Hyde Street Harbor by Port tenant Pilot Thomas Logistics LLC.

Anticipated litigation: ___ As defendant X As plaintiff

5. RECONVENE IN OPEN SESSION

- A. Possible report on actions taken in closed session pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

Vice President Adams - The Port Commission unanimously approved a settlement agreement with the Cole Trust on the terms described on the agenda.

- B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

ACTION: Vice President Adams reported the Port Commission unanimously approved a settlement agreement with the Cole Trust on the terms described on the agenda and moved to disclose nothing else discussed in closed session. Commissioner Gilman seconded the motion. In a roll call vote, the motion passed unanimously.

6. PLEDGE OF ALLEGIANCE

7. ANNOUNCEMENTS

- A. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item. Please note that during the public comment period, the moderator will instruct dial-in participants to use a touch-tone phone to register their desire for public comment. Audio prompts will signal to dial-in participants when their Audio Input has been enabled for commenting. Please dial in when the item you wish to comment on is announced.

8. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Keith Matthews - Okay. Thank you. Last week, the Port of San Francisco, as you commissioners know, the entire Bay Area community unexpectedly lost an incredible man, Mr. Ken Tashian, executive with the Port of San Francisco.

For those of you here that had the pleasure of knowing and working around him, you'll surely recognize the ferociously dedicated champion of Port safety and security that Ken was.

Ken spearheaded numerous projects with long-lasting benefits for the Port region and specifically the Port of San Francisco including the application and management of millions of dollars of state and federal grants that directly impacted all things security related here at the Port.

I had the intense pleasure to both professionally and personally know Mr. Tashian as my role as a sergeant with the San Francisco Police Department marine unit. I did not complete any more prepared comments here, as this is a greatly personal loss for me as well as professional.

But I would like to just make my sentiments known that I was a direct recipient of the great, great work that Mr. Tashian did including the current

ongoing and nearly complete San Francisco Police Department marine unit dock system that has been in process now for many years and will come to final fruition here hopefully near the end of this month.

Mr. Tashian secured the funds for that many years ago and, through just his incredible tenacity, brought all the players together to make this happen so that my unit and my team could continue to secure the Port of San Francisco from the water side for many more years to come and also open up additional slips at the Hyde Street commercial harbor for use by commercial fishing operation boats.

I am at a deep loss for full explanation of my feelings for Mr. Tashian. But I am glad that I had the chance to put into words a couple of letters over the years to Ms. Forbes and her predecessor just thanking them and recognizing Ken for the incredible work that he did.

I know that we are going to be greatly missing him and his ferocious tenacity. He was known as the badger. He at times would pester and push and prod and make things happen all with the best of intentions for the greater good.

I see that the meeting here today will be closed partially in his memory. And I think that is very fitting. I hope also we will be able to erect some sort of memorial to his honor and his incredible dedication in the years here with the Port of San Francisco. And that's all I have. Thank you.

Geoff Abraham - Hi. Sorry for the confusion. I am also sorry to hear about Ken's loss. Good afternoon, Port Commission and all. Thank you for allowing me time to speak. The company that I founded Abraham Pedicabs, LLC, doing business as Cabrio Taxi has proudly operated with the Port of San Francisco for a decade and leased space from the Port of San Francisco for nearly eight years.

We have provided some hundreds of San Francisco and Bay Area residents jobs over this time and given rides to some millions of folks from San Francisco and around the world. We have, throughout our history, maintained a five-star rating on Yelp.

We have worked productively with multiple divisions of local government, across generations of staff and always paid our rent in full and on time. These are -- there are essentially two parts of our sustainable business.

We lease equipment to operators who give rides to tourists and local citizens on the Embarcadero and beyond. And we service major events in the city with our branded fleet. Last April, we became a zero-revenue business overnight.

We have been operating at a loss for 14 months. We have not turned a single dollar of revenue until last month. We are still operating at a loss. As frustrated as I was at having to shut our doors, I've been heartened by the support for small businesses.

A PPP loan gave us life for our core staff. Supplemental unemployment insurance has given our operators a lifeline. And many of our neighbors on Port property have received substantial rental assistance and forgiveness from this very commission.

Especially with zero revenue, our rent is comprised almost entirely of base rent. As of today, we have received assistance but not forgiveness from the Port. We are now carrying 12-plus months' burden of "back rent."

My life has changed radically in the last few years, as many of ours has. My father passed. I'm expecting my first child in August. I received a graduate education. It's a minor miracle that Dan, a longtime writer and colleague, the person who honestly in my life loves pedicabs the most and who is also a dear friend, is willing to carry on our legacy of Cabrio Taxi by trying to revive us into life coming out of this pandemic.

Dan will have his own separate comments after mine. Thanks for allowing us that. And it's just important to emphasize that our company may not succeed without rental forgiveness. Companies like ours -- and there are others -- may not succeed without rental forgiveness.

Hundreds of jobs are at stake and so is an important transportation option to locals and tourists alike along Port property. So I would ask that you please do us the kindness that you have already done for so many tenants and forgive our back rent.

It is the primary obstacle standing between us and our business surviving to the next chapter. Thank you very much for your time.

Dan Carrigan - Hi. Thank you for accommodating that. And nice to meet you all. I'm sure we'll get more familiar in the coming months and years. I would like to, you know, echo the sentiment of what Geoff has said. And I appreciate you guys taking the time to hear us out today.

You know, I love this business. I made an insane stretch of my resources to get this business under my control from -- to take on this challenge of reviving this business in a time that has so much uncertainty.

As things are slow to open, people are reluctant to return to this job. Our workforce of drivers has kind of been decimated and the process of hiring new drivers complex. So it's a very difficult time to get back on our feet as rents keep mounting.

And we are struggling to cover just bare costs right now. As the pace of things reopening is just -- it's slow. And even once we get full capacity of things, the revitalization of the Financial District is going to still take some time to come back.

And things still will not be the same as we have lost revenue streams such as Dreamforce and, you know, half a season of sports that will put us at a disadvantage when trying to come back through all of this.

You know, we may not be a restaurant. But we are very much service industry. And we would appreciate that consideration when looking at what we owe and the challenges that we face going forward.

And I'm looking forward to being a great tenant, as Geoff has been for the last nearly decade, and working with you guys to be a value-add and a great legacy contribution to the pier, to the Port and the Embarcadero and the city as a whole.

But we really could use the help. And we'd appreciate if you considered it, as you have considered it for others. So thanks for allowing me the time to speak. And I appreciate it. And I will talk to you -- I will hopefully meet you all at some point.

Deputy Chief David Lazar - Hello, commissioners. This is Deputy Chief David Lazar with the San Francisco Police Department. And I just wanted to -- I know you heard from Sergeant Matthews. But on behalf of Chief Scott and the entire San Francisco Police Department, I too want to offer our condolences for the loss of Ken Tashian.

We're very, very grateful for the partnership. And under the leadership of Director Forbes, Ken was really -- really promoted public safety. And he really worked tirelessly to make sure that the Port and the tenants and the visitors and everyone that had the opportunity to enjoy the Port were safe.

And it's because of his work and the work we all did together the Port is a safer place. And a lot of the things we instituted such as the Port officers and the bicycle patrol and everything we did there -- was because of Ken and because of everything he promoted.

So again, on behalf of the department, we see it as a big loss. And I just wanted to offer that up to the commissioners and Director Forbes. And we thank you very much for everything that you've done as a commission and as a director to have someone like Ken work with us for so many years. So that's all I'd like to say. And thank you very much.

9. EXECUTIVE

A. Executive Director's Report

- Economic Recovery
- Equity
- Key Project Updates
 - American Rescue Plan Funding
 - Pop-Up RFQ
 - F-Line Service Resumption

Director Forbes - Good afternoon, President Brandon, Vice President Adams, commissioners, Port staff and members of the public. I am Elaine Forbes, the executive director of the Port of San Francisco. I would like to start my report with a reflection.

This past Sunday, May 23rd marked the one-year anniversary of the Pier 45 Shed C fire. As you will recall, Sheds A, B and D were spared as was the historic SS Jeremiah O'Brien and USS Pampanito because of the historic efforts -- heroic and historic efforts of the San Francisco Fire Department who were on the scene within minutes of the initial report of the fire.

Thankfully, there was no loss of life and only minimal injuries reported. Last year's fire, while traumatic, brought out the best in us as an organization. We quickly mobilized across divisions to support the firefighting efforts of the San Francisco Fire Department as well as the massive cleaning and recovery effort led by our talented team.

Throughout the past year, Port staff rallied to support the fishers and tenants who were affected. More than 1,000 crab pots were salvaged in time for the 2020 crab season. A million-dollar loan program was established for affected fishers to help replace losses.

By November 2020, the site was cleaned and prepped for interim uses including construction lay-down space, additional parking for fishing-industry tenants and construction of the new northern waterfront maintenance facility.

In my report today, I will provide an update on economic recovery and equity and a key project update on the pop-up RFQ. I will also offer some in-recognitions and in-memoriams including for Mr. Ken Tashian.

I'll begin with economic recovery. At this time, it looks like the worst of the public health crisis may be behind us locally and around the Bay Area as we continue to see high levels of vaccination and dwindling numbers of cases and hospitalizations.

Just last week, San Francisco General Hospital reported not having any -- not having any COVID patients for the first time in over a year. Seventy-seven percent of San Franciscans have received their first dose of vaccine, as has over 88 percent of city residents over 65.

Additionally, children age 12 through 16 are now eligible for vaccine, paving the way for even greater vaccination rates in our community. We are looking forward to June 15 when the State of California is expected to lift most of the current restrictions in place, helping us to quicken the pace of reopening and economic recovery.

Expected changes to state and local public health directives, of course, depend on continued progress against the virus. That said, we are very encouraged to see foot traffic along the waterfront starting to rebound.

In more good news, on May 15th, the SFMTA restored the historic F-line service between 17th Street and Castro Streets and Jones and Beach Streets in Fisherman's Wharf. Historic street cars are expected to run every 12 minutes from 11:00 a.m. to 7:00 p.m.

This return to service will help support the waterfront's reopening and return of tourism. And in the best news of all, Governor Gavin Newsom recently announced that 250 million from the American Rescue Plan will be allocated to California ports to aid in their economic recovery.

I would like to take this opportunity to recognize the extreme efforts of this Port Commission, President Brandon, Vice President Adams and Commission Burton in particular, for their tireless efforts on [wavering]

support and leadership in helping to secure American Rescue Plan funding for California ports.

The governor's announcement simply would not have been possible without your support. Because of your efforts, jobs and small businesses will be saved. Critical state infrastructure will be maintained. California ports will continue to be the envy of the world, moving people and goods and driving local and regional economies up and down the state.

As we have discussed previously, the Port is facing serious financial challenges because of the economic impacts of COVID. Due to the COVID pandemic, the Port has lost revenues nearly 50 percent. We are projecting total loss of \$60 million this year and over \$100 million over the next five years.

This is a significant shortfall for a public agency with a budget of only \$110 million. Based on the best projections, we have a five-year-plus recovery timeframe to return to pre-pandemic revenues. American Rescue Plan funding will place the Port on thankful and needed stable financial footing this year as we continue our work to overcome the multi-year structural budget deficit we are facing.

The stimulus funding announced will be utilized to backfill some losses due to the COVID-19 pandemic. Specifically, American Plan Rescue funding will be used to: help avoid Port employee layoffs; backfill some of the lost revenue; reimburse the Port for tenant-relief measures that were enacted including rent forgiveness for family-owned small businesses; and to restore the capital maintenance budget that will keep our waterfront safe and vibrant.

This is not the end of our long battle to recover as a port enterprise, not even the beginning. It will take at least five years for the Port to return to pre-COVID revenues. Rest assured that we will continue to seek state and federal stimulus dollars, find efficiencies and identify new streams of revenue to aid us on the road to recovery.

The state legislature is currently reviewing the governor's budget submission. And I will keep the commission informed and report back as funding decisions and allocations are made.

I would like to recognize the external affairs and finance team for their hard work in shepherding us through this process, rallying support and making our case so convincing to state officials. In particular, I'd like to recognize

Boris Delepine, Kirsten Southy, Deirdre Hussey, Katie Petrucione and Nate Cruz for their extraordinary diligence and efforts.

And now, shifting gears to equity, I am pleased to report that the Port has launched small business drop-in hours. The drop-in hours provide an opportunity for small businesses to have one-on-one conversations with the Port regarding contracting opportunities.

The conversations offer insight into navigating the complicated world of bidding. Drop-in hours will be held monthly with additional one-on-ones scheduled as well. Through this effort, we are taking a step forward in sharing the economic benefit of our activities and showing our commitment to the small-business community.

I'm also pleased to report that the Port is working toward developing metrics and solidifying implementation plans for the 30 short-term actions articulated in the racial-equity action plan that will be completed this year.

Progress will be shared with our commission's equity subcommittee next month in advance of our first biannual progress report to the full commission in July. And we're anxious for that meeting. We continue with diversity programming, celebrating Asian and Pacific Islander heritage month.

This Thursday, May 27th at 10:00 p.m., we will host the first Port chat, a new quarterly event series hosted by the racial-equity team to discuss culture, history, arts and technology. This Thursday, we will feature Cynthia Choi, the co-director of Chinese for Affirmative Action and cofounder of Stop AAPI Hate, an initiative addressing anti-Asian racism and xenophobia.

Ms. Choi will deliver a presentation to Port staff on the surge of violence against the AAPI community, why it is happening and what we can do to turn our allyship into action.

And now, I would like to provide a key project update on the status of the pop-up RFQ. On May 7th, the Port issued the pop-up RFQ to seek partners to activate and program waterfront parks and open space.

The request for qualification will establish a pool of diverse and qualified partners for the Port to work with to safely develop, promote and launch events and activities along the waterfront. Parks and open spaces are vital public resources that enrich the lives of our residents and offer important venues to heal, contemplate and gather safely as we emerge from this pandemic.

The Port envisions interim activities and events that will draw visitors to the waterfront, increasing foot traffic and complement neighboring businesses. The Port seeks a variety of activities that are open to the public.

Selected activities will enhance the experience along the waterfront and aim to equitably engage broad and diverse users. Activities are expected to vary in size and scope with a maximum term of one year.

The Port's goal is to have a wide range of opportunities across all sites that offer the public a diverse array of exciting options. The request for qualifications specifically solicits proposed activations for small, medium and large events and activities.

Proposal submissions are due June 17, 2021 at 2:00 p.m. Port staff intend to return to commission on July 13th with an update and a finalized list of prequalified respondents. The Port anticipates executing leases and licenses and permits this summer with first activities expected in August.

I now have some sad news to report. On April 30th, San Francisco lost a legend and close friend of the waterfront, Al Baccari. For the last 62 years, Al was a resident of West Portal but walked the streets of North Beach daily, a neighborhood where he grew up.

Al was deeply committed to San Francisco's fishing industry and instrumental in building the Fisherman's Wharf and Seaman's Memorial Chapel on Pier 45. He even wrote a 200-page book for the Port of San Francisco on how to sustain the waterfront into the future. The Port extends our condolences to Al's sons Stephen and Gregory Baccari and the entire Baccari family.

I would like to conclude my report with a tribute to Ken Tashian, the Port's Homeland Security program manager, who passed away suddenly on Wednesday, May 19. He was a truly wonderful man who lived life to the fullest, always genuine and deeply committed to the Port and our team.

He was devoted to us, as he was his beloved family and people and pets and, of course, the Jets. Ken's heart was always in the right place, even when he would speak his mind forthright and forcefully and let you know what he thought and his take on how things could move forward and get to a better place.

Ken was well known and respected and recognized for being a class act at the Port, with other city agencies and employees and across the entire waterfront. Ken's commitment to our organization and our people ran deep.

He took special care to make each of our monthly birthday celebrations very special, going the extra mile to source perfect mystery gifts for each month's lucky winner. The Badger, as he was known, was also quick to offer words of encouragement and wisdom to all.

I was always struck by how generous he was with his time and willingness to connect and invest in people. Ken was with the Port since October of 2010. Prior to his service, he had been with the controller's office and department of technology.

In his role as Homeland Security program manager, he oversaw many projects designed to keep the waterfront safe and secure. He kept an eye on us, managed security and our 10B officers and worked to help connect people experienced homelessness to service and care.

One project he was most recently overseeing and was particularly proud of was the San Francisco Police Department marine unit dock replacement in Fisherman's Wharf. The marine unit replacement project will improve resilience and improve the city's capacity to respond to emergencies at our waterfront.

Over the years, Ken put an extraordinary amount of effort into bringing this project along. And it's very sad that he will not come to see its final completion in the next few weeks.

A proud United States Coast Guard veteran, Ken was born in Washington Heights, New York in 1946 and grew up in New Jersey. He came west and built a wonderful home and career here in the Bay Area that spanned decades.

The Port and the waterfront are better off today because of his great service. The Port expresses its deep condolences to Ken's beloved wife, [Tori], and his family. And staff would like to close the meeting in his memory. This concludes my director's report. And thank you.

Public Comment on the Executive Director's Report:

Tom Carter - Okay. Good afternoon, President Brandon, Vice President Adams, commissioners, Director Forbes. This is Tom Carter, a recently

retired Port employee you may remember. I'd like to start out -- I want to speak about Ken Tashian.

I'd like to start out on behalf of his wife, Tori. She is thankful for the outpouring of love and support she has received from Ken's colleagues and friends. Tori was especially moved by Director Forbes's email to staff regarding Ken's passing. So thank you very much for that, Director Forbes.

I worked with Ken for 10 years before I retired. There were many facets to Ken. You're hearing it from what people were saying. He was a full-throttle individual. And he gave his all if not his best. He understood the importance of relationships and their value to the success of the Port and any organization.

It was -- back when we were doing the Islais Creek project, it was his ability to establish relationships that really aided in the success of the cleanup of Islais Creek and the Dogpatch Navigation Center. You know you've heard about FEMA and the grants.

He was the driving force behind identifying FEMA security grant projects at the Port, writing and presenting the proposals and, again, establishing -- the relationship thing -- establishing and maintaining relationships with the FEMA program managers.

Those efforts brought many, many millions of dollars to the Port for those projects. And you've heard about the marine police unit dock that is under construction. That was a recipient of those grants and those relationships that he developed.

But one of the things I admired most about Ken -- he mentored people. You know, he took people under his wing, fellow employees, contract employees, the security guards at Pier 1 and out on the Embarcadero, even homeless individuals when we were out visiting the homeless encampments.

Several of those employees went on to be promoted in their organizations because of the guidance and mentoring that Ken gave them. And I recall many occasions where, after work, not only Ken but both Ken and Tori, his wife, would take clothing and food to homeless people that he would meet while he was doing his rounds along the Port during the day.

I mean, there's much more that I could share. He was really a unique individual and lived a full and varied life. I don't know who's in the movie Big Fish. But Ken would have been the main character in Big Fish. That's how his life was.

But I think you get a sense of the type of person he was. He was a friend to me. I didn't make many friends at work -- or I didn't keep many friends at

work. But Ken was one of them. I love him, and I miss him. And I thank you for allowing me to have this time today. Thank you.

President Brandon - Thank you. Before we close public comment, I want to give the staff time to comment if they would like. Anybody on the staff want to comment?

Joe Reilly - This is Joe Reilly, the security and emergency planning manager at the Port of San Francisco. And I had the pleasure of working with Ken Tashian over the last 10 years but really over the last two years in a unique manner where we were a team where we addressed security and emergency operations issues throughout the Port and supported other city departments in those types of issues.

I can't add anything to what Tom said or Chief Lazar said or Sergeant Matthews. But I just want to key in on something in Ken's biography that is important to me. Ken was a fellow Coast Guard veteran.

And we were, you know, trained with the ethos of our core values of honor, respect and devotion to duty. And Ken epitomized the value of devotion to duty better than most that you will ever meet in your career and -- you know, something I've always valued.

And as we move forward with this large loss for the Port, the maritime community and the city, I just want to, you know, make a commitment and just have people realize that the only thing that would disappoint Ken Tashian more than him not being here to do these things with us is that, if we stop doing them and we didn't do them because of his absence. So I wish Ken Tashian fair winds and following seas. And I thank you for allowing me to make a comment.

Brad Benson - Hi, President Brandon, commissioners. Brad Benson. I had the pleasure to have an office right next door to Ken in Pier 1 in the Bulkhead Building. He was everything that Tom and others have described.

Every time you ran into Ken, he had a big smile on his face. His engagement was always 100 percent authentic. He expressed real personal interest in everybody that he dealt with.

Just another little story -- I was describing to Ken a big project that I was undertaking in my backyard. I was going to build a deck. And Ken got excited about the idea of a big home project. And he pulled out photos. He brought in photos to show me a big project that he had done.

He was volunteering to come to my house and help me with the project. That ended up not happening. But it was just that enthusiasm, that personal

connection and always a commitment to the Port, always interested in pursuing everything that would benefit the Port including all sorts of grant opportunities. He was a dear colleague. And he'll be missed. Thank you.

Rod Iwashita - Hello, President Brandon, Vice President Adams, commissioners. This is Rod Iwashita. I'm the chief harbor engineer for the Port. I really want to echo the sentiments that everybody else has given about Ken.

He was really wonderful to work for or with. And just to give you an update on the police dock, we were driving the last set of piles for the police dock today. So Ken, if you're listening, we're going to get it done very quickly. Thank you.

David Beaupre - Hi, Commissioner. It's David Beaupre with real estate and development. I just want to echo what everyone else said. Ken was hugely personable, went the extra yards to help the Port and help the community.

My engagement with him was primarily around helping with the homeless concerns that popped up in the southern waterfront. And Ken always launched into action to help resolve issues. Whether it's to support the Port's needs, the Port's tenant's needs, the community concerns or the concerns or issues of the homelessness, Ken sprung into action.

He also, on a personal note as Tom and others have alluded to, really got to know people, understand where they were coming from whether it was historically or at the time and got to know people in a real positive way.

We have monthly birthday celebrations for the Port. And Ken always kind of played a little game with everybody to provide recognition for the birthday of the month and pull a known fact from someone's history to enlighten the celebration and just always had a great smile and brought great positive energy to the Port. So we'll miss him. Thank you.

Commissioners' Discussion on the Executive Director's Report:

Commissioner Woo Ho - Thank you. First, I just want to acknowledge Director Forbes's positive report on economic recovery and where we are with COVID in the city. I guess this is a meeting which I think is a turning point for us today to hear all the progress.

And I think we look forward to the full reopening if not totally in June but in the summer months. And I think it's a long time coming. So I want to commend everybody at the Port for all the efforts that have been put forth on that.

So thank you very much, Executive Director Forbes, for all the positive news and for some of the funding opportunities that we hope that will also help us in

our economic recovery here. I did not know Ken Tashian. And I only knew Al Baccari by reputation.

So the sad part of the report I think is disheartening. But it's heartening in a way that we have examples of two individuals that were well known for different accomplishments.

And as a member of the commission, every time I hear such compliments about the people who, either as our tenants or as our staff, make me feel very proud of the Port because we have a spirit and energy and a dedication because it is that spirit and dedication that makes this Port succeed.

Certainly, you know, as a public agency, our employees are not incentivized other than to love the job that they have because their compensation is not anything compared to what they could get in the private sector.

So it's really inspiring and very uplifting even though Ken is not with us today. But to hear about him and his accomplishments, his personality, how he went about and how he exemplified the Port in so many different ways and the fact that we had other outside agencies coming in to comment [on that], so he wasn't just known inside the Port but throughout all of the agencies that he worked with and had a reputation outside the Port.

So I want to make it sort of a more joyous celebration of his passing. Though, it is very sad to hear of his sudden passing. So thank you.

Vice President Adams - Commissioner Gilman?

Commissioner Gilman - First off, I want to echo Commissioner Woo Ho's comments around the positive report from Director Forbes both from an economic-development perspective -- I think we all are looking forward to June 15th if we stay this course and the state and the City of San Francisco makes it there where we will be able to more fully welcome back folks to the waterfront and so will the businesses that make up both the northeast and southeast sector.

I, too, did not know Ken Tashian or Al Baccari. I want to extend my deepest condolences to both of their families. Similar to what Commissioner Woo Ho said, I am always struck as a commissioner about how inclusive we are as a Port and how many people both from our staff to our tenants to average citizens participate every day whether it's through our community-advisory councils or other groups that we form on the waterfront to make the waterfront better.

I think it's a true testament that the waterfront is a public trust. And while we are a city agency and a city department, I think it sets us apart in how

inclusive we are and how many people dedicate their lives to support the Port as average citizens and how dedicated our staff is. And again, my deepest condolences to their families.

Vice President Adams - Thank you, Commissioner Gilman. Commissioner Burton?

Commissioner Burton - Thank you. I just wanted to share a few thoughts of Alessandro Baccari. Al and I grew up together. He lived right around the corner from my mother's house. He was just wedded to the Port of San Francisco and North Beach.

And trust me, we'll never see the likes of him in many years. He just was a special guy and was just dedicated to that in the Italian-American community. And God rest his soul.

Vice President Adams - Thanks, Commissioner Burton. First of all, Director Forbes, a stellar report. It's good to know that -- I have a feel that we're coming out of this. And you'll continue to lead us out of it as things are starting to open up.

I didn't know Ken or Al. But clearly, just hearing about them, clearly you can tell these were the type of men that were heroes. They both gave us everything in their tanks. They gave as good as they got. And the world and San Francisco and the Port is a lot better because men like this came this way. May they rest in peace. Carl, next item, please.

10. FINANCE & ADMINISTRATION

- A. Request authorization to award contracts to (1) Bonner Communications and (2) Davis & Associates Communications, Inc for As-Needed Media Relations, Communications, Public Relations and Advertising, each contract in an amount not to exceed \$225,000. (Resolution 21-24)

Stephanie Tang - Hi. Good afternoon, commissioners. Stephanie Tang here, the contracts and procurement manager with the item today before you. This item for, as Carl just mentioned, the micro-LBE set-aside contract for as-needed communications. Next slide, please.

So based on the scoring panel, the two high-scoring entities are Davis Associates and Communication, who you may hear me refer to as D&A, and Bonner Communications. Each contract would have a not-to-exceed amount of \$225,000 with a three-year term. Next slide, please.

So what is this contract for? This is an as-needed contract, which is an opportunity for the Port to put together a best guess of the range of services

that we think we're going to need. So communications is an area that we think, you know, may be a little bit different coming out of the pandemic.

And the scope you see before you are some of the major topics, communications, marketing, advertising, public outreach, documentation services, like photo, video, audio, Web development and digital. Next slide, please.

Communications really advances our strategic plan in many key areas. Now, of course, engagement -- we need to be communicating with the public as well as receiving feedback from the public. And that all happens through our various channels of communication.

But it's not just through the engagement. We also use this contract as an opportunity to advance our equity approach and that we did this contract as a micro-LBE set-aside. And this gives the smallest of our local businesses an opportunity to not just work for the Port but also to be a prime contractor with the Port, which can be much more difficult and unusual for small businesses. Next slide, please.

Let's turn to the selection process. In the fall, we initially advertised. But then, half of the proposers were deemed nonresponsive after fatal errors that were identified by the contract-monitoring division. And the Port determined it was in the best interests of the city to reject all the proposals and re-advertise.

So we made tweaks to the RFP. And we advertised this January. We held a virtual pre-proposal conference a week later. And proposals were due a little bit over a month after that. We, of course, convened a CMD-approved panel. And we received six proposals.

One was deemed nonresponsive. One proposal was reviewed at the written stage but did not qualify for the oral interview. Next slide, please.

Before you here is the slide of what the criteria were. There were 100 points for the written proposal. And then, there were 100 points for the oral interview. The on-the-spot questions were the top two questions where we asked about equity and underserved communities. And we also asked about social media.

And then, we had a presentation scenario. And that was given to the respondents 48 hours before their interview. And that was a scenario about economic recovery and hearing communication strategy. Next slide, please.

So the two high-scoring entities are here on this slide. The high-scoring entity is Davis and Associates, D&A. They are a LBE/MBE. And 80 percent of their proposed team are also LBEs. D&A has extensive experience around the city

including work at the Port and SFO and with ABAG and, you know, a bunch of different public entities.

The second high-scoring entity is Bonner Communications, which is a WBE/LBE, a woman-owned business. And all of its team are LBEs. And their experience includes the Port, the treasurer and tax collector, Brookfield and a bunch of other entities. Next slide, please.

So in terms of next steps, if the commission takes action today, we will then commence negotiations. And we're hoping to do the notice to proceed right at the change of the fiscal year. So that would be July 1st, and this would be a three-year agreement. Next slide.

So in conclusion -- and you have before you Resolution 21-24, which is to award the contracts to the two entities I've described, each with a dollar value of \$225,000 and for a term of three years. So this concludes my presentation. I am available for questions. And also, the project manager Randy Quezada is also on the line if you have questions for him. Thank you.

ACTION: Commissioner Gilman moved approval of the resolution.
Commissioner Woo Ho the motion.

Public Comment on Item 10A:

Darolyn Davis - Good afternoon. And thank you, President Brandon and commissioners and Executive Director Forbes. My name is Darolyn Davis. And I'm the CEO of Davis and Associates Communication. And we are a local business enterprise in San Francisco.

And I wanted to acknowledge the Port's effort to set aside work for micro-LBE businesses to bid on. We're really delighted to have been selected for this opportunity. And we're looking forward to working with the Port on communications with the public about the Port and to begin the recovery from COVID.

So I wanted to thank you for making an effort to provide opportunities for businesses like mine to compete for a [prime] contract. And I wanted to also acknowledge the contracting division for a very rigorous process but that was well run. So thank you again. And I look forward to working with all of you.
Thank you

Commissioners' Discussion on Item 10A:

President Brandon - Thank you. And thank you, Stephanie, for the report. And thank you for the creative idea of coming up with a set-aside to create

opportunities. My only question is, in the past, we did three contracts for \$300,000 each.

And now, we've done a micro-LBE set-aside, and we lowered the amount of the contract to \$225,000 for two firms. So I'm just wondering what the rationale is and why, when we're coming out of COVID, we have 10 projects in the works that we're reducing the need instead of increasing it or keeping it the same.

Stephanie Tang - Yeah. That's a great question. This was done in full consideration of the budget picture at the time. So when the Port was going through the overall budget process, this was kind of the funding picture that we had.

But the way we thought about it was the previous contracts were also of a longer duration. So this is a shorter contract. And in the previous contracts, each contractor who did have a contract, their average burn rate, the amount they were going to be utilized each year, was \$75,000.

And under this contract, the burn rate is still the same as a three-year. So I know it's not a -- it's less. However, we feel like we've kind of threaded the needle in terms of figured out a way to save funds but also make the experience of the people in contract with us as similar as it could be given the economic situation.

President Brandon - Okay. So the previous contracts were longer than three years?

Stephanie Tang - Yes. They were four-year contracts.

President Brandon - They were four-year contracts. So that would equate to what? I still don't think it's \$75,000 less. So to me, the optics are just not good. To me, if we're going to do something to create opportunities, we should create equal opportunities. So I still am not sure why we have chosen the firms and want to pay them less than we normally pay with these contracts.

Stephanie Tang - The people who do have contracts are going to be paid the same amount. It's that, instead of having three contracts, we have two.

President Brandon - Right. And they're \$225,000 instead of \$300,000.

Stephanie Tang - But if this were a four-year agreement, it would have been another -- so rather than locking us into a longer-period contract, we made the contract shorter. But the people who have contracts are going to be experiencing and billing at the same rates they would have.

I don't know if Randy has other comments around the kind of overall budget process. But rather than doing three contracts of smaller dollar values, we went for two contracts at the same dollar value.

President Brandon - I'd love to hear from Randy.

Stephanie Tang - Randy?

Randy Quezada - Hi. Sorry about that. I was getting the mic and camera on. This is Randy Quezada, communications director and project manager for this project. This is a very difficult year and very difficult financial outlook that we're working through.

And this was not an easy decision to make. And it was very difficult, quite frankly, to come to this considering the history of funding that we had had. That said, we did have to face an uncertain economic future.

We're hopeful for the best, absolutely. But we do have to prepare with what we have. Part of the work that we are going to be doing with these partners is helping to bring the Port back. So we are excited to be able to do that with two eminently qualified, highly ranked groups, you know.

We've had the opportunity to work with them in the past. And I was excited to see them come out on top again. Their work is exceptional. And I'm hopeful that, working together, we'll be able to more quickly bring the Port back.

I know we have a long road ahead. And I look at the future with eyes wide open. The economic situation is improving. We're seeing increased foot traffic up and down the waterfront. We're seeing good news coming out on the vaccine front.

And we see good news coming out of -- potentially out of Sacramento. But we can't get ahead of ourselves. We still have to budget with what we have.

I'm hopeful that, with their efforts and the combined efforts of everything -- all the great things that are happening up and down the waterfront, we will get to a better place sooner rather than later. And I'm confident in this team and our ability to do -- excuse me -- great work together. And I'm looking forward to it.

President Brandon - Thank you. I appreciate that. And I understand what both of you are saying. And I appreciate what both of you are saying. But to me, it's still the optics of, if we're creating opportunity -- but yet, we're giving them less than we have given in the past.

To me, it's just not a good optic. But if that is the way everyone wants to move forward, I guess there's nothing I can do. I'm just saying, over the past -- the last contract, we had three firms that earned \$300,000 each.

And now that we have so much need coming out of COVID and with all these projects we have going, but yet we're creating opportunities for two micro-LBE firms to make less money than people have in the past.

And I just think it's something that we should consider when we're looking at these contracts. So if we're really creating opportunities, let's make it fair and probably based on what we've done in the past if we're going to be lower than we had, if that makes sense.

Commissioner Woo Ho - This is Commissioner Woo Ho. I hear what you're saying, President Brandon. But I think the staff made a very conscious and hard tradeoff. I think that I am supportive of their arguments to say they are going to try and do more with less and still achieve the same objectives, which I think we all agree upon in terms of what's needed going forward to help us with the recovery efforts and all the scope of work that's involved.

But I think that, on the other hand, they have done a good job to maintain at least, for the two firms that have been awarded these contracts, a fair distribution of what is available in our budget at this time.

And the fact that the term of these contracts is shorter will give us an opportunity. And by the time the contracts are up for renewal, at that time we may have more confidence in the positive outlook and that we could go back to a higher level both in terms of dollars and the number of firms participating.

But I think it's a prudent thing for them and a wise thing to do what they're trying to do today. And we can always revisit this if things actually get much better sooner. But I think, right now, I would say, yeah, tightening the belt is never, never comfortable when there's a need.

But I think I tend to agree with the staff on this one. And I would say we need to do this for now and hope that the opportunity, which I support, you know, that we are able to give out good opportunity in the future. And --

President Brandon - Thank you. I really appreciate your comments. But my comments do stand. And I do think that the optics are not good. I understand the situation that we're in. And I understand that we could have said, okay. This is where we are now. But as the recovery goes, if it gets better, we can increase it another year, another \$75,000.

I'm just saying, for myself, looking through an equity lens, if we're trying to really create opportunities for our micro-LBEs, let's do it on a fair and level

playing field. Let's not ask them to do more for less. And that's the end of my comments. Does anybody else have any comments? Commissioner Gilman?

Commissioner Gilman - I actually have a technical question of the team. And I apologize because this did not occur to me before. And I don't know the nature of this contract. So I'm only pulling this from my own previous experience of being a contractor for the city, even though I currently am not anymore. Randy, is there a contingency budget or an option for extension without going back out to bid?

Randy Quezada - I will actually defer that question to Stephanie. That kind of technical RFP procedure is beyond my skillset. I always turn to the experts for questions like that.

Stephanie Tang - There is not. So the budget is \$225,000 over three years. And the reason why there isn't a contingency -- there isn't kind of options to extend is because the thought is that there would be an opportunity before three years.

The budget picture would be different where we would actually want to go out for a bid for a much -- for a different dollar value and a longer-period situation.

So rather than doing a longer contract when the budget picture was so unclear, we decided to go for three years. And of course, if we expend the budget faster, then we can kind of just revisit the entire issue altogether with our full fiscal picture.

Commissioner Gilman - Stephanie -- again, these are just questions to educate me.

Stephanie Tang - Of course.

Commissioner Gilman - Do we, as a commission, have the authority to put on contingency another \$75,000 to make the value of this con -- and a one-year extension to make this equal to what we've done in the past?

Stephanie Tang 0 This was advertised with these terms. So everybody responded to these terms. There could be a concern about somebody then saying, well, the terms are materially different from what was advertised initially.

So we would have to get city attorney advice on that. But generally, you want to go with what has been advertised, as that was the RFQ at the time.

Commissioner Gilman - Okay.

Vice President Adams - I have a comment.

Commissioner Gilman - That answers my questions. Thank you.

Vice President Adams - Okay. I have a comment. I'm going to support it. But I think -- I mean, I understand what President Brandon is saying. I think what she's looking for is consistency and an equal playing field. And maybe you've done -- but we're doing better than what we've done in the past as far as trying to make it an equal playing field.

But I think we could do better. I think that it's good that different commissioners have different points of view. But I think we understand that we need to have that kind of transparency where everybody is treated the same. Nobody is treated any better than anybody else.

Because somebody could look at it and go, well, guess what? I guess, if they weren't African American -- or whatever, right -- or whatever, right -- people could say that people were treated differently.

And my thing is I say treat everybody fair. And I just think that we can do a better job. But I will support it. I think you did the best you could do. But clearly, President Brandon is not happy. And it's good that all commissioners have got their own voice and how they think.

And I can see how it would look from the outside that we're still kind of like not where we need to be. And I just think we need to work harder to get where we need to get where everybody is treated the same. So I'll just leave it at that. Thanks.

President Brandon - Thank you. And I'm not saying that I'm not happy. I thank you so much for coming up and creating this opportunity for these firms. I'm just saying, going forward, we really need to look at it with an equity lens.

And if we've done it one way in the past, then we should probably continue that or at least explain why we're doing it differently this time as we create these opportunities. But I do appreciate the fact that you have created. And these are two wonderful firms.

So I don't want to take away from any of that. I'm just saying, through an equity lens, it just -- the optics are not good. But with that, Carl, can we have a roll-call vote, please?

Roll Call Vote:

President Brandon – Yes

Vice President Adams – Yes

Commissioner Burton – Yes
Commissioner Gilman – Yes
Commissioner Woo Ho – Yes

President Brandon - Motion passes unanimously. Resolution 21-24 is adopted. Carl, next item please.

11. PLANNING & ENVIRONMENT

- A. Informational presentation on the San Francisco Municipal Transportation Agency's Embarcadero Enhancement Program and upcoming request to implement 'Quick-Build' traffic and curb management changes in the Central Embarcadero segment between Mission Street and Broadway, in support of the City's Vision Zero traffic safety goals.

Dan Hodapp - Congratulations, President Brandon. And good afternoon, Vice Chair Adams and members of the commission. Dan Hodapp with the Port's planning and environment division. I'm here to talk about the Embarcadero enhancement project, which is an SFMTA transportation and streetscape effort to promote safety, mobility and connectivity for all modes of travel along the Embarcadero.

When we last presented this project to you in January, SFMTA outlined the project and the proposed phases of improvements. Since then, the project team has conducted public outreach and made adjustments, both the larger project and the first phase.

Today, we will cover: the status of the larger program in its various phases; a detailed description of phase one in the central Embarcadero area, which is Mission to Broadway Streets; a summary of the public outreach conducted since our last presentation to the commission and the comments that came in and how the project has adjusted to reflect public and Port-tenant concerns; and how the project is addressing conflicts on the promenade as part of this first phase and beyond.

In context, the Embarcadero enhancement project is part of larger Port and SFMTA efforts to improve safety and circulation between many neighborhoods and throughout the city. The Port's efforts to connect to neighborhoods to the south are part of the Blue Greenway, accomplished through the Mission Rock development, Mission Bay and on Cargo Way and, at some point, along Illinois Street.

Also, SFMTA has several safety projects in the Bayview-Hunters Point area that enable connections to the Port's waterfront and to the Embarcadero. Casey Hildreth and Mark Dreger of SFMTA will now present the project, its

phases, costs, schedule, outreach and its design. And we look forward to your feedback on this effort. We also plan -- I'll leave it at that. Thank you very much. Casey?

Casey Hildreth - Thank you, Dan, for that introduction. Thank you, President Brandon, and congratulations, Vice Chair Adams, fellow commissioners, Port staff. Thank you for your -- and Director Forbes. Thank you for your time today to discuss and review traffic-safety issues and plans for the Embarcadero in particular, as Dan mentioned, with a focus on central Embarcadero between Mission and Broadway.

I'm Casey Hildreth. I'm a principal planner with the SFMTA's livable streets division. I help direct our agency's planning and investments along the waterfront to improve safety, mobility and access in support of San Francisco's Vision Zero program, which aims to eliminate severe injuries and fatalities on our city streets.

Before I turn it over to my colleague and project manager, Mark Dreger, I'd like to provide a bit more context for how we got here today and how we'll continue to focus our efforts in the months and years ahead.

It was about a year ago when we were in front of this body discussing our plans to address several safety hotspots along the Embarcadero as part of Vision Zero quick-build program. And that included the waterfront's first segment of two-way protected bikeway near Rincon Park. Slide, please. Sorry.

So here, you can see in front of the Ferry Building, two-way bikeway at Pier 35, in Rincon restaurant zone, changes to the loading and bike lane to improve safety. Quick-build projects are generally low-cost, easily reversible treatments that prioritize safety on our high-injury network, which are the handful of streets that account for the majority of injuries and collisions.

Quick-builds often but not always include protected bike infrastructure. Examples near the Embarcadero include work that we've done on Terry Francois Boulevard and the Third Street Bridge to connect to Mission Bay, as Dan mentioned, going further into Bayview-Hunters Point neighborhoods as well, in SoMa, on streets like Howard, Folsom and Townsend.

And car-free market, which was implemented just prior to the pandemic in 2020 is also considered part of our quick-build program.

So in January of this year, we returned to the commission to report out that we had substantially completed these projects along the Embarcadero. And we also provided an overview of our efforts working closely with Port staff on

the preliminary engineering for the remainder of the Embarcadero. Slide, please.

So we discussed the engineering and feasibility challenges for the southern and northern segments of the Embarcadero while honing in on the central segment and looking to extend our quick-build treatments between Mission and Broadway.

The areas to the north and to the south, just because of the roadway layout, don't have quick-build opportunities similar to the central segment and require more study and coordination with land-use changes to advance larger capital projects.

I'll briefly touch upon more details in the northern segments after Mark describes central Embarcadero. But I'd like to quickly point out just how we're describing the work that we're doing getting so many pieces -- moving pieces. Slide, please.

So the recognition of the need to phase in improvements over time -- over multiple segments of the Embarcadero and to capture the non-engineering coordination that we're doing between our agencies, we now refer to the Embarcadero enhancement as a program, not a project.

And that helps clarify that, while we are committed -- that we're focused on the central Embarcadero right now. We're also committed to continuing to work with the Port and area stakeholders to address safety concerns and opportunities in other segments of the corridor when the timing is right. Slide, please.

So here's just a graphic that sort of visually summarizes the programmatic framework of the Embarcadero. It does include a two-phased approach to the central segment, central Embarcadero and the need to revisit some planning and outreach in the northern segment near Fisherman's Wharf.

And I think it also just recognizes the body of work that we've already achieved to date including a number of spot improvements and safety improvements even prior to the development of our quick-build program such as 2019's Battery-Sansome connections project.

Much work remains to be done. Much work has been done. But we're confident that we're here today focused on the right priorities and the right location and at the right time to support safety and economic recovery along the waterfront. And with that, I'll turn it over to my colleague, Mark Dreger.

Mark Dreger - Thank you, Casey. Good afternoon, commissioners. My name is Mark Dreger. I'm a senior transportation planner in the livable streets

section of SFMTA and the project manager for the central Embarcadero safety project. Slide, please.

I'd like to give an overview of the work that's encompassed within this effort, in particular breaking down the quick-build segment and then also speaking a little bit to the capital phase, giving a little bit of a preview of that.

So I'll show you a map in a moment. But as you can see here, this is in front of the Ferry Building. And it's giving an example image of what this quick-build improvement would look like. And I'll just point out a few key elements here.

The segment that we're focusing on here is from Mission Street up to Broadway. So it's extending our most recent quick-build project that we completed in late -- or started the completion of in late 2020 and finished with those beautiful blue railings earlier this year. And that went from Folsom to Mission Street.

So this would extend the two-way bikeway that we started with that project up to Broadway, repurposing the third northbound travel lane where we have it in this segment here and adding pedestrian-safety improvements along the way.

Like other projects that we've done, it's a quick-build project in the vein that it's something that we can implement with our SFMTA shops with paint and plastic posts and other lighter treatments so that folks can really react to it. And we can tinker and adjust as needed alongside a robust evaluation plan. Slide, please.

This quick-build would evolve into a later capital phase. I'm just showing you a little bit of a preview of what this would look like here where, in certain areas, we could upgrade the segment, certain pedestrian crossings with islands that would shorten the signalized portion of the crossing.

Other islands could help to facilitate the unloading the offloading of people and goods from loading zones and not all areas. But these are just some of the [trans] we could use. You also see a raised crosswalk over the bikeway here to really slow down folks using the bikeway on scooters and on bikes at the pedestrian crossing where we really want them to yield to people on foot. Slide, please.

So this summary map -- it shows this central Embarcadero segment, as Casey outlined earlier, kind of the central part of the Embarcadero waterfront. The area in gray -- this is the Folsom and Mission segment that we completed earlier this year.

Circled in blue, this is that quick-build area that we're seeking approvals for next month, speaking to it today. So this is from Mission Street to Broadway.

This particular image highlights some of the travel-lane changes that are necessary to be able to extend the two-way bikeway and implement the pedestrian-safety improvements along this stretch.

So as a whole, it's generally repurposing that third travel lane northbound. And then, approaching the Broadway intersection, we would maintain two left-turn lanes on the Broadway and then provide for a short segment a single lane northbound.

This is a pinch point along the corridor, along this segment that necessitates some tradeoffs. But north of Broadway, we would still have two travel lanes. And south of this little pinch point, we would, again, still have the two travel lanes.

The lighter green segment on Washington Street is a short connection into the Financial District with a road diet and a protected bikeway to link with the primary improvements on the Embarcadero.

And as a whole, these areas together, these are the quick-build. In green to the south and to the right of the image here from Folsom to Bryant, this is what would be encompassed with a later capital phase. So that later capital phase would harden some of these safety improvements with the concrete islands that I showed you earlier. And it could also extend this bikeway south to Bryant.

So while we're not seeking approval for this now, this is the grander vision. It's just this Folsom-to-Bryant segment would require modifications to the median and potentially to the promenade and parking and loading in a way that a quick-build treatment would not really be the right way to approach this.

But we have more to share on this in the coming months and years. Just as that grander vision, I wanted to show it right now. Slide, please.

So as I sort of alluded to, you know, the quick-build evolves into the capital safety project. You know, we evaluate all of our work -- I'll speak to this more in a moment. But this particular process is very much one of iteration, of evaluation, of adjustment. You know, putting these things onto the ground now in the Mission-to-Broadway segment, seeing how people react to it and then looking for opportunities to tinker before we harden things and potentially extend the bikeway further south to Bryant Street.

Looking at the timeline, if approved, we could start implementation of the quick-build segment later this year as coordinated with an active SFPUC project, utility work that's already underway. We want to minimize the interruptions to the community.

In 2023/2024, that's the rough timeline that we're looking for the capital safety project, that it would extend all the way to Bryant Street. Slide, please.

We've done extensive outreach for this project to get where we are today. Obviously, we've been hampered by the effects of the pandemic. You know, a lot of this outreach has been in front of a screen as opposed to in person, which has been challenging.

But it's been wonderful to work with many of the same neighborhood groups that we've worked with on other projects, such as the Battery-Sansome connections project, to really leverage those relationships.

And we're very thankful to the community for working with us in different ways, you know, not being able to do open houses or as many in-person meetings. But especially, in the past few months, we have been able to actually go out and meet with folks, to meet with CUESA, the operators of the Ferry Building Farmers Market, and really observe their operations and see that on-the-ground sense of how they use that space, which you really obviously can't do when you're meeting in person.

And we also have a very productive walk along the Embarcadero and the Barbary Coast neighborhood with folks from the Barbary Coast Neighborhood Association. So you know, things have been a little bit challenging for us.

But I feel like the community has met the need with us. And it's been very productive to meet with stakeholders, tenants, Port tenants along the waterfront but then also into the adjacent neighborhoods. Slide, please.

So in lieu of an open house, which is the traditional way in which our agency will engage with the broader community and in lieu of stakeholder meetings in person with community groups, we developed a comprehensive survey which we distributed to folks immediately on the waterfront but also deeply into the neighborhoods, as distributed via mailer and via our stakeholder groups as well.

And we got about 1,400 responses, which was really great, most of these folks saying that they lived, you know close to the waterfront, not just as commuters. And they expressed a variety of opinions as to the challenges that are faced on the Embarcadero, safety challenges.

One of the main things that we heard was, you know, conflicts on the promenade. And we've been hearing this for years where folks don't feel safe riding bikes or scooters in the roadway bike lane adjacent to fast-moving traffic.

But then, the promenade is a very crowded space. And faster users on skateboards, bikes and scooters and even joggers in some cases create unsafe and uncomfortable conditions. So it was nice to see that two-thirds of respondents to the survey liked the idea of an on-street bikeway, hopefully attracting folks off of the promenade into a dedicated space where they feel safe and comfortable.

A good number of folks said that they felt uncomfortable needing to cross a bikeway to access floating loading, as is proposed. This is a design that we've applied throughout San Francisco. Almost every major street in SoMa has it at this point, this sort of floating protected bike lane.

But we nonetheless appreciate that it is a new concept. It is something new for the Embarcadero. You know, I think this is something that's pushed us to appreciate that, as part of implementation, we definitely want a strong communication and marketing plan to teach people about this facility, to explain to them how to use it, encourage them where to get into it at the end of the facility. So it can really function as desired, having ambassadors out there, that sort of thing.

We also heard opinions about various land configurations including approaching the Broadway intersection and the need to support the Ferry Building Farmers Market. You know, they're out there three days a week. And they have a very intense operation, very well-orchestrated.

And it was helpful to hear from the community of how much of an asset this is for the waterfront and how much they want to support the farmers market but then other tenants along the waterfront as the city moves more solidly into its recovery. Slide, please.

SFMTA -- we evaluate all of our projects. But this being a quick-build that would advance into a later capital phase, you know, the evaluation is critical. We have a heap of before data to reference as a baseline that we've been collecting for years.

So after implementation, we would collect much of that data once again, traffic data, how people are getting through the area, intersection operations. But we also want to look at particular design aspects of this proposal.

So is the project accomplishing its goal of peeling people off the promenade, encouraging people on bikes and scooters to get into this facility? What are the interactions between bike riders and scooter riders and people crossing the bikeway at crosswalks?

You know, these sort of questions would inform the ability to tweak, make signal-timing adjustments and what sort of changes we might like to see in

the capital phase, raised crosswalks over the bikeway, like I showed you earlier, these sorts of things.

I mentioned earlier the idea of a public-education campaign. We think this is important. It's a critical piece that we want to tie to the implementation to specifically teach people how to use this new facility and encourage them to use it safely but also just generally to encourage safe, considerate behavior on the Embarcadero promenade: slower speeds, yielding and just taking care of each other and also overall Vision Zero messages of the importance of why we need to do all of this work. Slide, please.

So just a quick overview of the timeline -- we're here today at the Port Commission. Thank you very much for having us. We will visit the SFMTA board next Tuesday to also brief them on the project though this is within the Port Commission's jurisdiction.

We will be back here in two weeks once again to present this project at that point for an approval. We are concurrently with all of us seeking funding to complete design and implement this project via the SFCTA board with the final approval hearing for that scheduled for the 22nd.

And then, I alluded to earlier, you know, implementation could start later this year, as early as late fall. But we're coordinating with an SFPUC project. And at this point, they're expecting to take the better part of this year to finish up that work.

So we really want to limit the impacts to the community with that project. We'd love to follow on as quickly as we can when they're finished. So when they repave the street, we could reconfigure the street in such a way that people have something new.

I think that's all I had for central Embarcadero. But I'd like to turn it back to Casey just to give you an overview of the current thinking for the northern Embarcadero and the southern Embarcadero. Slide, please.

Casey Hildreth - Thanks, Mark. Referring to the southern Embarcadero, I just want to point out, you know, we -- our current proposal has central Embarcadero stopping at Bryant Street, which is not necessarily a strong bike connection, as other connections to Embarcadero are.

But it is a logical stopping point in the sense that it's difficult for us to continue designing a capital project to the south without pausing and really coordinating further with some pretty substantial development plans, I believe as you are all well aware of, for the historic piers and Seawall Lot 330.

So we do have some tidying up of our engineering concepts. Otherwise, we're going to be sort of working with Port staff in different capacities, working on resiliency design guidelines. And then, you know, when these developments are a bit further along, we have more information about how the promenade and circulation may be impacted.

Certainly, the MTA will be there to coordinate, to review these projects. And then, hopefully at some point, we will have another capital project identified to sort of close the gap between the Third Street Bridge and Mission Bay and the work that we're doing in central Embarcadero to support these investments. Slide, please.

In northern Embarcadero, you know, we have sort of a half-completed study for circulation in the Fisherman's Wharf-Pier 39 area. It was definitely shut down in large part due to COVID but also, as we were working through the preliminary engineering of the Embarcadero, realized that we kind of have to revisit some of our planning assumptions, which we hope to do next year, if not later this year.

In the meantime, we are going to be collecting new rounds of data, continuing to focus on data collection because things have changed. Jefferson Street will be opening up soon. And circulation will be slightly different, again also continuing to work on the Port adaptation design guidelines with Port staff.

There could be some targeted investments that we identify in the years ahead. But just going back to the original sort of preliminary engineering analysis, it's very difficult for us to envision implementing the protected bikeway and keeping appropriate travel lanes through this northern segment.

It would be incredibly challenging design as well as a cost-prohibitive project. So we do want to continue to work with the community to understand what is most relevant now and, again, perhaps follow the need as land-use proposals and changes come forward.

But that really rounds out our Embarcadero enhancement program. Slide, please. We're happy to answer any questions you may have at this time. Thank you.

President Brandon - Thank you, Dan, Casey and Mark. Great presentation. Now, let's open it up for public comment. We will now open the phone lines to take public comment on item 11A from members of the public who are joining us on the phone. Jenica will be our operator and will provide instructions now for anyone on the phone who would like to provide public comment.

Public Comment on Item 11A:

[Raul Maldonado] - Hello. My name is Raul Maldonado. I am [in SF District] [unintelligible]. And I'm calling to support the Embarcadero protected lane quick-build. In my past, I was from the Central Valley in Modesto, California.

And that being said, as vaccinations go up in [specifically] California, I'm currently planning on bringing out-of-town friends, visitors to like show the amazing improvements that have occurred around the Embarcadero [inside the city] through commuting through alternative means by driving them around because, you know, how it feels when you're driving around relatives or across San Francisco.

You kind of get tired of that. So to make it more interesting, I was hoping to do alternatives like [other -- you know, shared bikes or scooters or] taking the bus, whatever. That's a separate topic.

[Minding] the traffic that would increase -- significantly increase over the summer as, again, vaccinations come up, I want to share that the [unintelligible] great opportunity to commute through SF and then [unintelligible] through the Embarcadero lanes that are available now and then soon-to-be quick-build lanes as well.

I also think it's like quite economically useful as well as a utility to bring more customers into the Embarcadero area as well. [Or you can just] walk on the promenade as well. Once again, I've called in support of this protected bike land quick-build and hope you all have a great day. Thank you.

Janice Li - Hello. Good afternoon, commissioners and Director Forbes. My name is Janice Li. I wear many hats. I have served as your co-chair of the Port's Waterfront Land Use Plan working group alongside Rudy Nothenberg a few years ago and also got elected to the BART board representing the west side of San Francisco.

But today, I am here speaking on behalf of the San Francisco Bicycle Coalition where I am on staff as the organization's advocacy director. First, I want to congratulate President Brandon for your reappointment to the commission.

And I thank you all for your service to keeping the Port a financially and environmentally sustainable enterprise agency. As you may know, the San Francisco Bicycle Coalition is a nonprofit bicycle advocacy organization with a mission of promoting the bicycle for everyday transportation.

We do that in a variety of ways, whether it's our free bike education or our free bicycle distribution program to get bicycles in the hands of low-income residents who need them the most or just thanking and celebrating people who bike like we just did this past Friday for Bike to Wherever Day.

We have been involved in the Embarcadero enhancement project and the subsequent quick-builds for many years. And our goal has always been the same. We believe our world-class waterfront deserves a world-class bike facility.

And to achieve that, we have always supported a fully protected, two-way waterside bike facility for the entire stretch of the Embarcadero. The Embarcadero is one of the most popular places to bike in the entire city.

And even during the pandemic, we've seen how it's been such an important place for people to safely recreate outside. I just adopted a dog -- the first [places] I went to was to the Embarcadero. I still recall the commission meeting in February 2020 when many of you made incredibly supportive comments of the need to have a better bicycle and pedestrian infrastructure [year] and how a protected bike land would help reduce conflicts and give a space where people could bike safely.

President Brandon, you had stated that, "We need goals. We need a plan of action, not just a presentation every six months." So we're excited that action will be coming soon with your support. The SF Bicycle Coalition is strongly supportive of the work that the SFMTA and Port staff have done to advance these quick-builds before you, especially the [midsection] from Mission to Broadway.

Your support for these projects will help make sure we continue the success of this first quick-build and for implementation to begin as soon as possible really by the end of this calendar year. I know that there may be concerns around the CUESA Farmers Market operations.

So I've already been in touch with CUESA to discuss [street-side] outreach that the SF Bicycle Coalition can perform to ensure that everyone is sharing the space safely after implementation. We have done similar outreach in the [past on the] Embarcadero and look forward to working with Port tenants to make sure that the Embarcadero is a welcome place for everyone.

Thank you for listening to my comments today and hope you really support these projects before you. I know it's just for information but certainly in the future. Thank you.

Brian Haagsman - Thank you. And good afternoon, President Brandon, Vice President Adams, commissioners and Director Forbes. My name is Brian Haagsman. And I'm Walk San Francisco's Vision Zero organizer. And I wanted to share Walk San Francisco's strong support for the central Embarcadero safety project as part of the larger Embarcadero enhancement program.

Because, you know, Walk San Francisco, as the city's pedestrian advocacy organization, we focus on transforming San Francisco's most dangerous streets. And unfortunately for years, the Embarcadero has been one of them.

It's on this list of the city's high-injury corridors for preventable crashes, regularly seriously injure and even kill people walking, biking and driving along the Embarcadero. In fact, each year, on average 15 people are injured in crashes just in the central part between Mission and Broadway. A majority of them are people walking or biking.

And because the street's unsafe, many people biking and scootering avoid the on-street bike lanes, as they noted in the presentation. And they use the promenade instead, which makes the space cramped and creates additional hazards for people traveling on foot.

So we really support these proposed improvements. Road diets like this bring down dangerous speeding for everyone. The wide bikeway is a better alternative to the promenade for people on bikes and scooters.

And the proposed pedestrian islands and pedestrian painted safety zones will shorten the crossing distances, which is especially important for those who need more time to cross like older adults and people with disabilities.

We know these improvements work because we've seen them lead to real changes in similar projects. On Second Street, for example, after protected bike lanes and intersection improvements were made, the top speed -- the 85th-percentile speed dropped from 28 miles per hour to 24, which means like just four miles an hour.

But this dropped the likelihood of a fatal crash by nearly half. This project is, you know, many years in the making and has been improved through planning with citywide partners, neighbors, all the various groups who use the Embarcadero every single week.

And when this item comes back for a vote, we ask you to approve this proposed project so that we can all benefit from these urgently needed safety measures. Thank you so much.

Parker Day - Hello, Port Commission. My name is Parker Day. I'm a resident of District 3, a member of Walk San Francisco and a member of the San Francisco Bicycle Coalition. I'm calling to urge your support for the SFMTA's proposed quick-build in the central Embarcadero segment.

I regularly walk and bike through this portion of the Embarcadero for transportation and to patronize businesses. Right now, it's among the most

dangerous stretch of road that I travel on by bike. For many years now, there has been talk about making the Embarcadero safer for people who aren't using it as a cut-through or a highway.

I think the proposed safety changes are long overdue. If you ride a bike in the designated bike lane along the Embarcadero today, there's a huge discrepancy in the safety between the improved southern segment and the central segment.

In the southern segment, for the three blocks with a curb-protected bike lane, it feels safe, peaceful and pleasant. Meanwhile, in the central segment, it's the complete opposite. Although improved from the Embarcadero Freeway days, it feels like we shifted from a double-decker highway to a surface-level highway.

Traffic moves so fast, and the bike lane feels like an afterthought. I can't remember the last time I was able to ride my bike unobstructed. The bike lane is often blocked by loading trucks or ride-share vehicles, pushing me into that highway traffic on my bicycle.

Still, this segment plays an important role in active transportation around District 3 because of the city's geography. And I have no choice but to ride my bike on it if I want to go about daily tasks without a personal automobile.

Another benefit I see of improving safety using a protected bike lane is the buffer the bike lanes provide between moving, fast-moving traffic and the promenade. This is to the benefit of all who visit the Port.

It makes crosswalks shorter and safer and builds a more pleasant walking and business environment. There are a couple of points in the plan I think should be done better. First, we must move faster and act bolder.

Specifically, it's a shame that the two turning lanes are being retained at Washington Street to the detriment of those who walk and bike here. The reason given of efficient vehicle access is synonymous with fast-moving car traffic and continued car dominance over this space.

Also, it seems a bit ridiculous to me that there is a proposed education campaign around the bike path while maintaining lots of dangerous fast-moving car traffic. From what I remember, it's been almost entirely automobile and truck traffic that has maimed and killed people along the Embarcadero.

We, as a society, and you, as the Port Commission, should be focusing on ending the traffic violence that is most harmful. On that note, I'd like to close my comments remembering Kevin Manning. As many of you know, Kevin was

a pedicab operator whose life was cut short when he was run over and killed by a driver in the unsafe bike lane on the Embarcadero three years ago.

Although it wasn't a portion we're talking about today, I think it's worth remembering that these changes can save lives. And delays can cut lives short. Kevin was loved by those in the community. And our hearts hang heavy knowing his death was preventable. And the bike lane is still dangerous today.

Please [push] forward these safety improvements along the central Embarcadero in Kevin's memory to prevent another senseless death from happening along this stretch of roadway. Thank you for hearing my comments.

Christine Farren - Thank you, President Brandon. And congratulations on your reappointment. And thank you also, Vice President Adams and fellow commissioners and Director Forbes. My name is Christine Farren. I'm the executive director CUESA, the operator of the Ferry Plaza Farmers Market.

We're a subtenant of the Port. And we have long enjoyed a really great relationship with the Port of San Francisco. And I appreciated both Dan Hodapp's introduction and have spoken at great length with both Casey and Mark at SFMTA.

I am calling in today to just express my concerns and my strong willingness to work with SFMTA to ensure that the changes allow the farmers market to remain a really vibrant part of the fabric of the city.

The proposed plan to remove that one lane of northbound vehicular traffic and install the protected, widened, two-directional bike lane has us concerned about cyclist safety and the economic viability of the farmers market because of the placement of the loading.

The way the plan is at the farmers market -- farmers, as they unload, and pedestrians -- or excuse me -- people if they get out of vehicles, will have to cross that two-direction bike lane in order to get onto the promenade.

So I wanted to just share that the farmers market, as many people know, has remained opened during COVID as an essential food-access point and that we are not just a lovely lifestyle activity on a Saturday when the weather is great but that we're actually really key for the livelihood of 100-plus small family farms that are within 90 miles of our region and a key point for restaurants who rely on our markets for their livelihood and that there are thousands of Bay Area families who rely on our farmers market for fresh food and many of whom have used CalFresh and EBT usage over the last year as we've experienced a lot of food-insecurity issues related to the pandemic.

So farmers markets also have endured a lot of financial hardship due to loss of income. As the Port well knows and as the Port has also experienced, Financial District office workers are no longer working. Right across the street from our farmers markets, restaurants have been shuttered. And tourists have not been visiting our city.

So our weekday markets in particular are really suffering greatly from the decreased foot traffic. We know it's going to come back. We know it's going to be a long recovery. And we really look forward to welcoming everyone back.

So when we were reviewing the SFMTA changes, we just felt like we wanted to express some things that we would really like to see happen so that the farmers market can remain this positive economic engine for the city, as people spend their dollars in the farmers market and then spend them at retail establishments nearby.

And then, also, just to share the way that the changes -- we want to work together on the changes because, with the pandemic, so many people are shopping and having things delivered to their homes. And we still want to create this inviting environment where people can connect to one another as humans and learn about where their food comes from and share a meal and support the small family business.

So the things that we're really keen to make sure are included in the plan are a guaranteed white zone in front of the newly opened Ferry Plaza -- it's just north of the Agricultural Building and south of the Ferry Building -- to allow for additional loading zones because the plan is shortening the amount of space that our sellers would have to unload.

We also want a guarantee that we can manage that load-in and load-out process during the farmers market because the way that the farmers back up to unload means that we'll be temporarily blocking parts of the bike lane.

So we really want to work with SFMTA to make sure that that's communicated widely and that cyclists aren't upset with us for this temporary redirection onto the promenade or redirection onto a different part of the bike lane while we're unloading for the farmers market.

These are in early hours of the morning, not in peak-commute hours. We are hoping that equipment and signage can be really a part of it. As Casey mentioned -- -- it's a really tightly run operation as is. Okay.

Alice Rogers - Good afternoon, commissioners, President Brandon, Vice President Adams, commissioners, Elaine Forbes. This is Alice Rogers. I'm president of the South Beach-Rincon-Mission Bay Neighborhood Association.

And I have worked with you all on the Waterfront Land Use Update. I'm also a member of Walk San Francisco.

Our neighborhood association has worked for years with Casey and with you, the Port, in trying to eliminate the conflicts on the Embarcadero. And we see that this proposed project will help along the way in getting the faster-moving wheeled mobility devices from interrupting the safety of walking along the Embarcadero.

So we do really support this. We are really eager to have the whole treatment up and down the waterfront. It's so important to get these bike lanes connected. Otherwise, they really won't be used to their full capacity, as they're not being used now, because you go from a certain segment of safety to a long segment of danger.

So it's completely understandable why bikes end up on the sidewalks. But I do have great faith that MTA and the farmers market -- both great institutions -- will be able to find a way to work together.

It's really -- the same constituency support both. So I think we're all in this together. And I'm certain that, with all the creativity around, there will be solutions to be had. So thank you very much. And keep up the good work.

President Brandon: Thank you, Alice. Jenica, are there any other callers?

Robert Cartwright - Yes. My name is Robert Cartwright. I am born and raised in San Francisco. And I've had a downtown Financial District business for the last 40 years. I pay a five-figure rent every month and was here pretty much by myself in my vacant office space in the Financial District for the past year.

I have remote offices throughout Northern California and need to make court appearances and depositions all over Northern California and therefore need my car. I've been commuting into San Francisco for 40 years -- actually more than that from the Peninsula.

The Loma Prieta quake brought down the Embarcadero Freeway, which used to be a very unsightly thing, but was very easy access to get into the city in the morning. And that made it for an easy commute.

Since that's been down, it's been much more difficult and getting worse every year. I am someone who has contributed to the bike coalition and to Walk San Francisco, made financial contributions. But I am opposed to these changes.

The Second Street corridor, which has now gone from two lanes in each direction to one lane to create these bike lanes, and Folsom Street used to be

my main access point. During the pandemic, it's been fairly easy to get through there now that it's been narrowed to one lane.

But before the pandemic started, when there were two lanes, it used to take me 40 minutes to get from the freeway to my office at Front Street and California. This morning and this last week, as business has been opening up, you're now waiting usually two signals to get through a single light.

And I hate to think what it's going to be like after the city fully opens up in June and people start to come back to work and fill up all these downtown buildings. I and thousands of my professional colleagues downtown here need -- have to have a vehicle.

Simply, it's not going to work for us to be taking public transportation or bicycles to these locations around the state that we have to go to. It's just the way our business works. So it's made it just intolerable to drive in the city at this point.

And to narrow it from three lanes to two -- right now, the Embarcadero is the only other access point you can take when it becomes completely log-jammed getting in through the Financial District.

And to narrow it from three lanes to two, I think that the changes that have been made in the past -- we have a beautiful Embarcadero. We've been under construction it feels like for 30 years. But it's perfect now. It's great. That's not to say it's totally safe. It never will be totally safe.

But there is a bike access lane. People can get through there. And I'll just say this morning, for example, in this last week, knowing this hearing is coming up, I've been counting. This morning, there were hundreds of cars in the Folsom Street and Second Street corridor trying to get through. And in this entire week, I've seen one bicycle -- one using those lanes.

So I understand the need for safe streets --

Katy Liddell - Good afternoon, President Brandon and commissioners. My name is Katy Liddell. I've lived here in the neighborhood two blocks away from the Embarcadero for 26 years. And I have spent many years involved with pedestrian safety, with the Port and with the SFMTA.

But before I go on, I do want to say congratulations, President Brandon. You are such a gem. Thank you for everything you do for the Port and for us. I also want to thank Mark and Casey and Dan for all the time and expertise they have put into this program.

So I have always loved being able to access the Embarcadero and stroll there to relax and to exercise. But I did stop doing this a few years back after being buzzed and bombarded one too many times by bicycles, skateboards and other wheeled vehicles.

The situation is definitely better now where bike lanes have been installed. But the quick fixes proposed truly need to be put in place soon. I am even more adamant about these improvements now that I am 75. And I've developed a disability which requires that I use a walker.

There are a lot of us out there. And we want to enjoy this piece of San Francisco heaven just as much and maybe even more than able-bodied folks. And right now, the Embarcadero is still not safe. There are still people riding bikes, scooters and other wheeled vehicles going too fast and throwing us off balance.

The quick-build projects proposed would make it both safer and more enjoyable for everybody on the Embarcadero. In particular, I do like the plan to remove a traffic lane and make a wide two-way bikeway.

This would create a safe space for people on bikes and scooters outside of the promenade. So I am here today to ask that you support these safety improvements for all of us. Thank you.

Diana Taylor - Hello. My name is Diana Taylor. I'm president of the Barbary Coast Neighborhood Association. In a recent letter sent to the Port Commission by our organization along with the Gateway Tenants Association, we expressed support with some caveats for the Embarcadero enhancement project -- program along the central segment of Embarcadero.

But first, I want to commend the Embarcadero enhancement program staff with a particular shout out to Casey Hildreth, Mark Dreger, Dan Hodapp for taking time to listen and respond to us with multiple meetings with our neighborhood groups.

The BCNA and GTA support SFMTA's plan for the two-way bike lane along the waterfront as well as the other safety measures that will help funnel the bicyclists safely onto a two-way lane. In the SFMTA's survey, they show that there is wide concern about the pedestrian conflicts on the promenade with fast bikes, skateboards and especially the many near misses with [these scooters].

We share these concerns and strongly support enforcing the project prohibition of motorized vehicles on the promenade. We support most of the project measures between Washington Street and Pier 39. However, we do

have concerns about providing two left-turn-only lanes and just one straight-through lane on Embarcadero and Broadway.

Having only one through lane on the Embarcadero at the Broadway intersection creates a serious risk of increased congestion there. And it establishes an undesirable precedent. That precedent will likely constrain the future study of the next section between Broadway and Bay Street recommend only one through traffic lane as well.

Thus, we urge the SFMTA to implement the change-over at least initially with one left-turn only, one optional left-turn-through lane and one through lane from the northbound Embarcadero at Broadway.

Given these concerns, we are requesting that the SFMTA, one, reconsider the Embarcadero-to-Broadway left-turn-only lane and, two, monitor and evaluate the traffic impacts and report out the findings within three to six months after project implementation. Thank you on behalf of the BCNA and the Gateway Tenants Association.

Alec Bash - Good afternoon, Madam President, Mr. Vice President, commissioners, Director and staff. I'm Alec Bash representing the Gateway Tenants Association and the apartments and townhouses across from Piers 1 and 3.

I believe you have received our written comments and the Barbary Coast Neighborhood Association's in a joint letter supporting this program with caveats that Diana Taylor has just spoken for. I'm speaking to support her comments.

Also, I wish to speak as a former Port waterfront planner and advisory committee member since retiring in 2001 and now a waterfront resident. My wife and I walk the promenade almost every day.

Pedestrian safety is a significant issue, remembering not to stray from a straight path without first looking for speeding bicycles, scooters, e-scooters and skateboards, feeling the whoosh of air from speeding vehicles, many near misses and brushes and collisions.

The Embarcadero enhancement program will help particularly dual-lane protected bikeways and diverting and bicycles and scooters from the sidewalk. However, please consider stronger measures to separate the speeders from the walkers.

More signage including walk bike in crowded areas. Clearly prohibit motorized vehicles of all kinds on the promenade, education and, when and if and

doesn't work, enforcement. We are delighted with the popularity of the Embarcadero promenade and enjoy it almost every day.

But right now, as we hopefully end -- near the end of the [unintelligible] that we have all experienced from COVID, it's the wild, wild west. Anything goes. Not only wheeled vehicles, even runners -- a runner slammed into my wife 11 days ago bowling her over and continuing without even breaking her stride.

She went by ambulance to San Francisco General's trauma center with a concussion, bruises all along her left side, bruised or cracked ribs and a black eye. This is not an isolated incident.

[Sherry] saw another woman sitting dazed on the sidewalk, her back against the Ag Building wall a few days earlier with a bystander [saying] -- he said, "Get out of my way." And she said, "I never heard that."

The promenade needs traffic calming. Please give priority to this [and extend from the] Embarcadero enhancement programs [unintelligible] pedestrian safety. And thank you for your service.

Commissioners Discussion on Item 11A:

Commissioner Woo Ho - Thank you for this, I guess, update. I think, as mentioned by I think one comment earlier that, since the last time we've heard this item, a lot of progress has been made. And I think we asked questions at that time in terms of how long the quick-build would take, where the funding was.

And it sounds like, at this point, you have found the funding at least among the transportation agency to do more of the quick-build faster because we did advocate that last time. Obviously, you know, there's many, many stakeholders in Embarcadero.

You have the pedestrians we just heard from. We have the bikers. We have some of the other vehicles that are on the promenade, scooters, whatever, I guess pedicabs, everything. And then, we also have the motorway, which has the cars.

It's a really delicate balancing act to make sure that everybody's interest both in terms of being able to use it as a transportation route as well as a safety at the same time. I think that SFMTA has tried to do their best to balance all those priorities.

I think you heard some more suggestions today to continue to improve that. I do think it's important -- and I don't have an answer, and it's not a criticism -- that the Embarcadero does have to remain as a motorway to a certain extent.

And we have been taking away some of the lanes for bike paths. And I also wonder -- and I think we asked this question last time. I think we have given up some of the parking meters as a result. And I'm not sure whether we know what that tradeoff is.

But we should know what that conscious tradeoff is if we are giving up any parking space to be able to broaden the Embarcadero. So I think that we have to keep balancing all the stakeholders. I think we can't have one stakeholder group take over the entire interest of the Embarcadero.

It's trying to do the best for every stakeholder that uses the promenade as well as the motorway, both for means to get to where they need to go as well as for recreation, for enjoyment, etcetera, as many people have called.

I think we're making a good effort. I appreciate the report. I think that SFMTA needs to continue to hear from people and figure out how they can continue to fine tune. And I think that perhaps -- you said you are going to review some of the statistics because we know that we're going through a recovery right now.

And hopefully, the COVID era is mostly over. But I think there are some changes in patterns that will not change. So some of the statistics that you will be gathering in the future in terms of how the Embarcadero is being used may change and that you are still open to making continuous adjustments over time as we see the recovery happen.

So I don't have any specific recommendations or comments. But I just think that it's a delicate balancing act. I know that, if you are in a car, you probably are experiencing much longer delays. And that's very unfortunate. And we shouldn't just ignore it totally. But it should be reasonable.

I mean, there has to be a reasonable balance between all of the stakeholder interests as well as safety. So I'm not sure we are trumping one group over the other. And we should never do that because it's there for a reason.

So I'm just saying that just -- keep all the interests at heart. And you all have the difficult job of figuring out how to make it work for everybody. Thank you.

Commissioner Burton - Thank you. I'd like to associate myself with part of the remarks of my fellow Commissioner Woo Ho. What I'm wondering -- my experience with MTA and what they call neighborhood input has been rather lame.

It's a little bit different than my neighborhood in Potrero Hill that I've never received once in my life a notice that talks about certain streets being closed

to traffic except for those who live there. And those of us that don't have to circle around the block two or three times or else possibly get a ticket.

I don't know when you had the notices. Although, I hear you did them by mail. And I don't know -- I'd like to know the percent -- the number of mailings that you did about the Embarcadero situation and then how many receipts you had.

And then again, what was the percentage of the people that maybe had an opinion of either go slow, or just take it the way it's been going? But it seems to me, from my limited experience, there are times when I have seen the car lanes -- and I have to cop to you.

I haven't had a bike since I was like 12 years old, second hand. It was a Schwinn. But people have been stopped in the traffic [because they aren't going]. And then, you find out that there are not many bikes using these bike lanes at this time, then they're -- or other times when I'm stopped at say Ninth and Market Street.

And I count the number of bikes that are going not through the stop sign -- but I don't mean that [ignoring them] but go -- it's a significant amount of bike traffic, which I think is find for the environment. But I really believe, before we go helter-skelter in this, that we really have to take a look at doing kind of what is really in the general interest as opposed to one special interest.

And much to their credit, the bike coalition has probably got as much clout as anybody in the city. But having the clout doesn't mean that the other people including pedestrians should be ignored, including people with pets that are walking be ignored.

In a lot of the bikes I have seen and the scooters sometime, worst of all they're going at a faster pace in many instances than the automobile. So I think this is something that the more real hearings and not hearings that nobody attends to -- there's no notice in many of the hearings -- supposed hearings that were held during the COVID.

There were Zoom hearings that a lot of people that are working stiffs and others have not got the ability to stay home and do a Zoom and make their feelings heard about, you know, cutting off -- in fact, one of the walking places, they cut [off a thing] right off of the freeway coming -- the Vermont exit and headed towards Mission Bay.

And I just think that the transportation commission ought to really start redoing how they test what people are thinking of that may or may not be dispositive of the issue. But it's going to be a lot more valid than whatever

they were doing when they were shutting down streets all over the city for walking, which was fine.

But you know, they shut down a hill that people had to get off the freeway to get to Third Street whereas, you know, they left the place where people could actually walk. And then, you could drive by that any time you want.

So I just want to associate myself with Commissioner Woo Ho's feelings. And I think there's -- this would be one test of MTA, I think, if they consider the general good and not the specific good, whether it's cars, whether it's bikes, whether it's mopeds, whether -- whatever it is.

But do something that's going to make the city very proud and especially when you're talking about the Port which is owned by and paid for by the people of San Francisco which, you know -- the last time, you had to pay a license to have a bicycle was, I think, 50 years ago when I had one. Thank you. I'm not running for reelection [for] -- [laughter]

Commissioner Gilman - Thank you. I share sentiments of many of my fellow commissioners who have spoken. I guess there are some things I would be looking for before we take a vote on this in a couple of weeks. Again, I am an advocate for protected bike lanes.

I like the quick-build program of MTA of moving fast and swift to try these changes before they become hard and they can't be adjusted. But there's just a couple of things that I wanted to ask the MTA and Port staff to really look at before it comes back to us.

I would like to see how we're going to solve the solutions for the loading and unloading for the CUESA Farmers Market. I think that is a lifeline for many people in our community. It does take CalFresh and EBT cards.

It's accessible to folks at all income levels. I really like the idea of the white zone. It's in front of the Agricultural Building if that's possible. But I also do really want to associate too that I think, besides just education and ambassadors -- and I also appreciate the bike coalition and [Sharon's] comments that they would be willing to help with public outreach.

We need signage all along the promenade that the promenade is for folks who are walking. We heard testimony from folks who've been injured by motorized vehicles or bicycles riding on the promenade. Myself -- I shared with Director Forbes -- was walking by her office and was clipped in my shoulder by someone on an electric -- I don't even know what it is -- electric skateboard thing with the giant wheel in it.

In other places like Sydney and in Vancouver along their waterfronts, there is very clear signage that makes it very clear where you're supposed to walk and where you're supposed to ride electric vehicles or man-powered vehicles like bicycles, scooters, skateboards, etcetera.

And I really think the lack of signage is doing a disservice of education for everyone. A lot of these devices are rented by tourists who come to town and rent these scooters or rent these bicycles. So I really would like to see how that's addressed in the plan to really motivate particularly our tourists to use these protected bike lanes.

I have every faith that our biking community that lives and works in San Francisco understands that and will use it. I'm much more concerned around tourists and other folks who come into the city and see it as a convenient way to get around.

So I did want to really press that point with SFMTA around education and really ensuring that we find a way for everyone to be safe along the Embarcadero and along the promenade. Thank you.

Kimberly Brandon - Dan or Mark or Casey, can you address that? Because I'm not quite sure that having these protected lanes is going to take bikes off of the promenade.

Dan Hodapp - Yes, Commissioner. I'll be happy to address that. May I ask Casey to assist with that? Right now, the current bike lane is not considered safe by most of the cyclists that use it. What MTA is doing is creating an environment with a two-way bike lane that the intent is to attract all those different wheeled vehicles, whether they're scooters, skateboards, bicycles, electric bicycles provide a space where they feel safe and willing to travel on.

The current quick phase that's being proposed here includes changes to the Embarcadero promenade, that includes signage and includes some other measures. And I'll let Casey just fill in on that. But yes. We've heard this concern. And it's an excellent comment. Thank you very much, Commissioner Gilman.

I think we share that. I think the public shares that concern too from the outreach we've been doing. So it's great to hear this consistency. Casey, can you build on anything here for me?

Casey Hildreth - I hope so. Yes. I think, you know, things that we have been focused on with the design and discussions with community members, you know, really focusing on not just the linear facility along the Embarcadero but the connections into it and particularly the connections at the end of the facilities.

So making sure that those are logical, intuitive connections so that you're -- it's not easier to get onto the promenade. It's actually easier to get into the bikeway. We've been focusing on that. We'll continue to do so.

Modal signage, I think, directing cyclists, directing scooters specifically into this facility -- we do expect to include that with our quick-build project. I think where we're not proposing at the moment is to go to the next level and slap a bunch of enforcement, "Thou shalt not do this," and really sort of bring a negative message.

We're really trying to bring the positive message to start. And then, through our consistent data collection and evaluation, we will be testing whether that's enough. And then, we would be able to layer in additional signage, additional potential enforcement or other communication tools in addition to signage to reinforce that message.

And then, we are also looking at some I think important but subtle ways of, again, just encouraging the use -- the proper use of the bikeway. So right now -- this actually gets to the CUESA loading as well -- a lot of bike racks in front of the Ferry Building, they're just a bunch of scooters locked up from the scooter-share program.

We want to perhaps consolidate those parking -- we want to increase overall parking. So we want a lot more folks to come to the Ferry Building, you know, in a sustainable mode. But they can be placed in a better position where it's more logical to get in and out of the bikeway and not just, you know, drive right up to the front steps of the Ferry Building.

At the same time, we're making that a more permeable, flexible space for the vendors. You know, we have thought through all of the nuanced changes and flexibility needed to make the CUESA operations work, the extension of the loading zone. All of that, you know, is baked into our current proposal.

So we can certainly come back and highlight those changes at the next presentation. But I think what you're saying is consistent with what we've heard from folks that really support the project in both a bike perspective and a pedestrian perspective.

We just want everyone to slow down, be more civil. And we want them to use the facilities that we're providing. And we have a lot of tools to go from where we are today to where we think we can go in a pretty short time.

Commissioner Gilman - I'm sorry, Casey. Commissioner Brandon, if you'll indulge me, I want to just ask a question. I can maybe take this offline with a briefing. So is it right now -- I'm normally not this kind of person. Is it

permissible for me to ride my bicycle or ride my electric scooter on the promenade today?

Dan Hodapp - If I can address that one, commissioner, the Embarcadero promenade is not a public sidewalk. It is a public place that allows -- and the Bay Trail that does allow bicycles on it. It allows all the other types of services that make the Port run.

It is a multi-use, multi-purpose pathway, serves Port purposes and serves the public. And it's also a BCDC-dedicated required public-access area. In the Port code, we do not allow motorized vehicles on the promenade.

We allow bicycles. But if it has a motor on it, technically it's not permitted there. We don't have an enforcement arm to take and handle this at this point. That would come with a -- that would not be SFMTA's responsibility. It would be the Port's responsibility. There would be a cost associated with it.

We are trying to approach this problem by providing a good facility that all these users are going to want to be on and then, in conjunction with that, the public education campaign that was outlined by Mark and Casey and the signage that you described and was also mentioned by some calling in and described by Casey as well.

So it's all these pieces coming into place at the same time and trying to prompt good behavior. That's the approach that's being done now. Of course, there's an evaluation period too and a chance to see which was working and what's not and go back and adjust that as we go forward.

Commissioner Gilman - Okay. I anxiously await that. You know, I don't see why having a little scooter icon with a slash -- you're not supposed to do this - - I'm not talking about having people out there ticketing or enforcing in that kind of way.

I just think -- I actually think a lot of the motorized vehicles are tourist oriented. And if you're from other countries or other parts of the country and you don't know these things, you'll just do them out of -- not out of a place of being negligent, a place of being ignorant.

So I just really would like us to think that through with the public campaign. We heard from people on the call and I've witnessed myself people be injured on the promenade because those vehicles move very quickly. And they move much quicker than most people who are walking. So I conclude my comments.

Dan Hodapp - We can accommodate that request.

Commissioner Woo Ho - -- made a quick comment. And you said the Port code does not -- at the time when it was put together, probably we didn't have all these electric motorized type of vehicles in existence. I mean, these things have just happened over the last few years where, all of a sudden, you've got a lot of electric bicycles, mopeds, Scooby-dos or whatever they call them, skateboards.

So I think this c -- it's an opportunity that, once we feel that the quick-build is sort of working, that we should actually change our Port code so that we can say that we should really just adopt that as a policy because obviously that code was put in place when these vehicles did not exist.

But today, they do. So I would suggest, as a policy, we make that change. And you can bring it back to the Port Commission for us to approve and adopt.

Vice President Adams - I have to say I want to thank Dan, Casey and Mark. This is one of the best discussions I think we've had on the commission. I really have enjoyed this. For me, hearing from the community -- Commissioner Woo Ho, you were spot on. You hit it out the park. Gilman, you guys hit it.

For me, I'm a person that walks on the Embarcadero every day. That's where I get my exercise. So I've seen all kind of things ha -- this is my hood. This is where I'm at every day down there. And I understand everybody's concerns.

I worry about safety. But just listening to everybody, somewhere we have to have a common sense. We've got to find a balance because, sooner or later, our tourism is going to pick back up. And I don't know -- Commissioner Woo Ho hopes in a year or two.

But one day, we'll be back up to 30 million tourists a year. So many people love that Embarcadero where it has to be in a place where everybody can use it with respect but yet safety. I can't wait to either come back and -- you're [doving] into it.

But it's good when our community -- when people really engage in this conversation because, as Commissioner Burton said, different groups have different power. And they believe in different issues. I know sometimes it's hard to kind of like balance it.

But I think you're on the right track. And I like what I'm hearing. And I'm really -- can't wait till you get back. I'm really sorry to hear that Commissioner Gilman got hit. I've seen people get hit down on the Embarcadero. Bicycles have hit them when they're walking or running. Some crazy stuff happens.

You see it ever -- it's not like it's an everyday occurrence. But I've been doing it for years. Every once in a while, you see somebody that gets hit. That's just how it is. So far, I haven't seen anybody get killed or anything.

But anyway, I just want to say thank you. And I'm looking forward to it and how we're going to make it safe and make it a place where everybody can go and find that balance that people like because everybody has their own turf.

But something about San Francisco -- we'll figure out a way to get what's best for our city and what's best for the Port because we want the tourism to come back. We want people to come. And we want people to enjoy our beautiful Embarcadero. I think it's one of the prettiest in the world. So thank you. You've got the floor, President Brandon. Thank you.

President Brandon - Thank you. Dan, Mark and Casey, thank you again for the presentation. It was a great presentation, a lot of good information. And congratulations on all the work that's been done over the past year while there hasn't been a lot of traffic.

But I think my fellow commiss -- I agree totally with my fellow commissioners in that it's a very delicate balancing act. And it has to be accessible for everyone whether you're in a car, whether you're on a bike, whether you're on a motorized vehicle, whether you're on skates, whether you're walking.

It has to be accessible for everyone. And I know I've asked this question before because it's like, okay, once we get these dedicated bike lanes, can we make sure that those dedicated bike lanes are used and we get all of these wheels off of the promenade or as many as we can?

Because people have to be able to walk safely down the promenade. And if we have these dedicated bike lanes, there should be no reason why individuals shouldn't be in the bike lanes with their bikes.

So it's a very delicate process. But it's not -- we're not just trying to solve for one mode of transportation. We're trying to solve for several modes of transportation. And we have to make it work for everyone.

So you guys have done a great job. There's still a lot of work to be done. But I hope that, in the end, we're looking at all angles and all modes of transportation so that everybody can feel comfortable and safe on the waterfront.

12. REAL ESTATE & DEVELOPMENT

- A. Informational presentation on Memorandum of Understanding (MOU) M-16808 between the Port of San Francisco and the San Francisco

Municipal Transportation Agency (SFMTA) for use of a portion of Seawall Lot 354 (also known as 1399 Marin Street) for general office, general warehouse, storage, related parking of SFMTA staff vehicles, maintenance and repair of SFMTA buses including fueling and washing of same, and for incidental, directly-related uses and for no other purpose for a term of seven years and a waiver of the security deposit.

Kimberley Beal - President Brandon, congratulations on your reappointment. Good afternoon, Vice President Adams, commissioners, Executive Director Forbes. My name is Kimberley Beal. I am the director of property management for real estate and development.

And today, I'm joined by Monico Corral and David Beaupre with real estate and development along with Jason Gallegos, Jesse Schofield and Theresa Kavanagh with SFMTA. And as mentioned, this is an informational presentation for a proposed memorandum of understanding with SFMTA for continued use of a portion of Seawall Lot 354. Next slide, please.

So since December of 1998, SFMTA has been using a portion of Seawall Lot 354, also known as 1399 Marin Street, under an MOU with the Port. This is a 3.2-acre site located in the southern waterfront off Cesar Chavez, west of Third.

This site was originally used by SFMTA to house a temporary operating division during reconstruction of a nearby SFMTA facility. Next slide, please.

The current and proposed uses under the MOU are office, storage, maintenance and repair of buses, general warehouse uses and parking of SFMTA staff vehicles. Next slide, please.

So the rationale for the proposed use and term of the MOU from MTA's point of view -- they've been leasing the site for the last 20 years. The site serves as a flex facility that helps in upgrades to SFMTA's primary yards. And its function flexes depending on SFMTA's capital projects.

And over the years, SFMTA has made major capital investments into the Port facility that has mutual benefits for Port, SFMTA and the community. From the Port's standpoint entering into a new MOU with MTA, it provides a continued income stream at current parameter with no downtime to have to market the site.

There will require no capital outlay on behalf of Port. And it allows the site to continue to be used by a tenant that has been in good standing with Port for the last two decades. Next slide, please.

The property has served as a MUNI motor coach acceptance and maintenance yard, MUNI rail track shop operations and storage and as a historic streetcar yard. The SFMTA plans to continue this use in a similar fashion, as it has throughout the past two decades with one positive variation.

Historic streetcars and the MUNI track department will be relocated. And by doing so, the property will accommodate a small portion of SFMTA electric trolleys fleet for maintenance and storage rather than the current hybrid diesel motor coach storage and maintenance use. Next slide, please.

Capacity will remain at about 30 buses. And in addition to various upgrades made throughout the years, new improvements funded by MTA are to include but are not limited: to site modifications to accommodate the electric trolley fleet; raising the site to address flooding. And they'll also be adding some locker rooms, restrooms and break rooms for the staff there. Next slide, please.

The existing MOU will expire in July of this year. And under the proposed new MOU, the property will remain -- or the use of the property will remain the same with exception of the changes just mentioned to accommodate the trolleys.

The rent will be increased to current parameter. The rent will be increased annually by 3 percent. MTA will have one option to extend for an additional two years. The initial term that's being proposed is seven years. And then, MTA will continue to be responsible for all maintenance and utilities associated with the site. Next slide, please.

So to be provided as part of the MOU, proposed community benefits include installation and maintenance of interpretive signs at and around Islais Creek, telling the cultural, natural or labor history of the area or about Islais Creek resilience planning. And they will also be installing two-hour street parking, which will provide parking for shoreline visitors. Next slide, please.

Electric trolley buses will be maintained at the site versus diesel hybrid motor coaches, providing air-quality benefits to the neighborhood. And as part of the good-neighbor policy, MTA staff keeps the areas around 1399 Marin clean, answers questions regarding operations and provides maintenance and gardening of the Islais Creek open space west of Indiana Street. Next slide, please.

So this MOU will also meet the Port's strategic objectives of stability, as MTA will pay current parameter rent upon commencement, which is a 14.8 percent increase over the existing rent, supporting Port revenues and the goal of sustainability as a portion of the MTA's electric trolleys will replace the

hybrid diesel motor coaches stored and maintained at the facility, thereby supporting a change to clean fuels. Next slide, please.

So the recommended next steps -- Port staff welcomes the Port Commission's questions and comments. We will, along with MTA staff, bring this item to the Southern Advisory Committee for discussion. And that will occur on June 23rd.

We will support MTA staff in bringing this MOU to the MTA board and recommend that the Port Commission direct staff to bring the MOU for approval to a future meeting for the continued use and rental of 1399 Marin Street. And with that, that ends my presentation. And again, we welcome any questions or comments the commission may have.

No Public Comment on Item 12A.

Commissioners Discussion on Item 12A:

Commissioner Gilman - I want to really -- Kimberley, thank you for this report and the background that the MTA has been using this site for a really long time. You know, I don't have any pressing questions right at this moment. I do want to say that I'm very interested in what the Southern Advisory Waterfront group feels about this MOU and this continued sort of industrial/office use at the site.

So when you bring it back for our -- I'm assuming we'd come back as an action item for approval of the MOU. I'd like to really understand what their input is and how they feel about the community benefits.

But at this time, I don't have any questions [with] the combination of parameter rent and the community benefits. But I do really want to see what their input is and how the MOU changes from that input because I assume, if they have input, we will change the MOU. Am I right about all those assumptions?

Kimberley Beal - That is correct. At this time, the MO -- we have some basic lease terms. And those are the ones that I have just discussed. But the MOU has not been drafted. So there is opportunity for modifications there.

Commissioner Gilman - Great. Thank you so much.

President Brandon - Thank you. Commissioner Woo Ho?

Commissioner Woo Ho - Yeah. Thank you, Kimberley, for this report. Obviously, you know, we want to support our fellow agencies. So I am

generally supportive of the item and -- subject to hearing more from the community, which Commissioner Gilman has referenced.

Out of curiosity, you know, this was supposed to be a temporary use. And obviously, a lot has changed in the neighborhood over time in this particular area in the southern waterfront. I'm not terribly familiar in particular with this piece of land.

But what I would like to know that, if the SFMTA was not going to use this space, what would the Port think -- what would be some of the potential uses of the space? So just so we understand, if the SFMTA did not use it, what would we do with that space?

And I think I would like to hear -- you don't have to answer that entirely today. The staff may want to think about it. But I think we would like to at least understand. What is the potential of this site over time and given that time has changed a lot the neighborhood since this site was first started for usage by the SFMTA?

I'm not against the item. So I just want to know what the potential is. And we can have a comparison in our mind.

Kimberley Beal - That is an excellent question and one that staff has not discussed. So we will do so and come back to provide you with that information.

Commissioner Woo Ho - Thank you.

Vice President Adams - Kimberley, great report. Thank you for providing that information. I liked it. I'm looking forward to what you are bringing back. And I think my other commissioners kind of hit on it. And thank you. It's very thorough and looking forward to the finished product. Thank you.

President Brandon - Thank you. Kimberley, thank you again for the presentation. Just a few questions -- are we saying that they will no longer have current hybrid diesel motor coach storage? They will only have electric trolleys? Or is --

Kimberley Beal - It's going to be something that's phased. And perhaps one of the people from MTA -- I don't know if Tess or Jason want to respond to that question.

Jason Gallegos - Sure. I -- hopefully, you can hear me. I can certainly respond to it. Good afternoon, Director Forbes, President Brandon, Vice President Adams, fellow commissioners. I'm Jason Gallegos. I am the manager of real estate for the SFMTA.

To answer your question, our intent is to make some modifications at the site to accommodate our electric trolley bus coaches and to kind of get the site ready for what is our future long-term plan, which is moving the entire transit fleet to an electric fleet.

And we'll have an electric charging station there. We have brand-new electric e-buses that were delivered last week. Just a few came over. And they're part of our inspection process right now. So the idea is to not service hybrid diesel electric buses there.

We are, however, going to keep our redundancy fuel tanks there in the event that, at our ancillary sites or our primary fueling sites happen to have some kind of issue or a failure, something along those lines, that that capacity could still be possibly used in the future.

President Brandon - Okay. So what you're saying is they will still continue to be there until you do these upgrades for your long-term project. And is your long-term project within the terms of this?

Jason Gallegos - Yes. So the upgrades -- so what we're doing right now is we're essentially relocating the functions that we have right there. And we're relocating them to another site or other sites that we've had to acquire.

And we're going to be making upgrades over the next year and a half. So those upgrades will be completed around 2023. And at that time, then we will transfer a small portion of our electric fleet over there to be maintained and storage for the buses while they're not in the maintenance phase.

President Brandon - Okay. So what will the use be until 2023? Or will there be no use until you -- [crosstalk]

Jason Gallegos - There will be no uses. Yes. We'll be under construction.

President Brandon - Okay. So everything will be moved. It will be under construction. And you guys are going to raise the site?

Jason Gallegos - Yeah. We're going to raise it about six to 12 inches. You know, when it floods out there, we have some issues within the actual storage facility. So we're going to invest about one or two million dollars in raising the site to mitigate those flooding concerns because we are going to electrify the site. So not having issues with water and electricity is probably to our benefit so to speak.

President Brandon - Right. Right. And it will help us with our flood plan, our future flood plan.

Jason Gallegos - Absolutely. Yes. It will.

President Brandon - Okay. You've answered all my questions. I look forward to hearing what the Southern Advisory Committee has to say. But thank you so much for the presentation.

Jason Gallegos - You're very welcome.

Kimberley Beal - Thank you.

13. WATERFRONT RESILIENCE PROGRAM

- A. Informational presentation regarding Waterfront Resilience Program (WRP) Local Business Enterprise (LBE) Subcontracting and WRP Equity Actions.

Brad Benson - Good afternoon, President Brandon, Vice President Adams, commissioners. Brad Benson, the Port's waterfront resilience director here today with Carlos Colon, our waterfront resilience program administrator, to present a regular quarterly equity and LBE report to the commission.

This will be a standing quarterly item going forward. I wanted to start by congratulating you on your reappointment, President Brandon. You've made such amazing service to the commission and the community here at the Port. Next slide, please.

So today, it's a brief report. We want to go over the program's commitment to equity, provide an overview of the LBE performance in the CH2M Hill engineers contract -- that's our main contract supporting the program -- also provide an LBE update about the Civic Edge Consulting communications contract -- that contract is actually expiring later this summer -- and then discuss next steps. Next slide, please.

So the program's commitment to equity is growing. The team is very engaged in this work. Next slide, please. Over the program, the efforts to prioritize equity focus on jobs, providing routes for San Francisco residents to gain training necessary to participate in the job opportunities that we see over the coming years through new contract opportunities.

Similarly, we've got our team who is engaging with the LBE community and potential LBEs to identify those opportunities to hook up with prime contractors who will bid on that work going forward and then funding.

We want to develop a funding stream to support programmatic efforts beyond Proposition A that provides a consistent, fully-funded program ensuring

continuity of work for both people who are finding jobs in the program and contracting opportunities going forward. Next slide, please.

We're inspired by the Port's strategic plan and racial-equity action plan. We're currently focused on cultivating a culture of inclusion across the WRP team. We often start our team meetings with a culture-of-caring moment, reflecting on things that we're seeing across the country, you know, having open and honest conversation about more than just the work in the program.

We're considering a process to roll out race-equity-and-inclusion training to the WRP team, really thinking about the amazing equity-training effort that is happening right now with Port senior staff and how we take some of that learning into the program, hope to develop a social-inclusion-and-equity plan.

We may need some dedicated program resources to develop that. We were very pleased to see that CH2M Hill created a unique internship opportunity advertised to our community colleges. They actually hired a resident of the Bayview to gain resilience experience in the program.

We just heard today our intern was accepted into UC Berkeley, Jose [Huolong]. And we're so proud of him. And this is the kind of opportunity that we want to create in the program where people can really see their path to a career in resilience. Next slide, please. I'll hand it off to Carlos to talk about the CH2M Hill engineers contract.

Carlos Colon - Thanks, Brad. Good evening, commissioners. I am Carlos Colon, the program administrator for the waterfront resilience program. And I'm going to be going over the progress of CH2M Hill regarding LBE and minority firm participation through the last quarter ending in March 2021. Next slide, please.

Since we received approval of the contract amendment in September 2019, CH2M has increased payments to LBE firms from 12.1 percent to 20.2 percent of total payments. In this last quarter which ended in March 2021, 39.3 of all payments were for work completed by LBE sub-consultants with 11.1 percent of all payments made to minority-owned businesses including 10.7 percent to African-American-owned businesses.

A significant portion of this work was focused on a stakeholder engagement task with 25 percent of payments to minority-owned firms and the workforce development task with 100 percent of payments to minority-owned African-American-owned firms.

A full breakdown of this is included in the waterfront resilience program LBE quarterly report, which is exhibit A of the staff report. Next slide, please.

As I mentioned previously, payments to LBE firms total 20.2 percent of total payments. This table here shows that payments to LBE firms has been 29.7 percent since the contract amendment back in October 2019 with increased participation from all LBE ownership types. Next slide, please.

So with this graphic, we're trying to show that the majority of the work in phase one is now scoped and will support the scoping of phases of two and three. As you can see, the different tasks and phases of work have different levels of LBE and MBE participation depending on the type of work being undertaken.

Phase one has a forecasted LBE participation of 15.5 percent, forecasted to increase to 35 percent in phase two and forecasted to be 24 percent in phase three. MBE firms were forecasted to be 9.6 percent for phase one, forecasted to increase to 27.5 percent in phase two and forecasted to be 20.4 percent in phase three. Next slide, please.

So this graph here shows the cumulative impact of the variation of LBE participation from the previous slide. And as you can see, as phase two commences this year, there is a forecasted acceleration of LBE support in the program.

You can also see that, at the time of the contract amendment in September of 2019, CH2M's target was to reach 8.6 percent LBE participation by March 2021. The current -- the actual participation is actually 12.9 percent. Next slide, please. Brad, if you'll take over --

Brad Benson - Sure. The other contract that we're reporting on today is the Civic Edge Consulting contract. It's a communications contract focused on the resilience program. As I mentioned at the top of the presentation, this contract is expected to end in August of this year and has been a workhorse contract and really supported very strong communications work, strong public-engagement work throughout the program.

And Civic Edge has done a very good job of developing a diverse team to execute this work. Next slide, please. When we were at the commission at the last quarterly report, we gave an update about Jacobs, the CH2M Hill parent firm, their commitments to equity at a corporate level.

President Brandon, you asked to understand what Civic Edge Consulting is doing along the same lines. So Civic Edge is a certified LBE, WBE, DBE and small-business firm. They have 10 employees.

Sixty percent of their workforce identify as people of color. A third of their ownership identifies as people of color. Since 2018, Civic Edge has been

working with a diversity, equity and inclusion consultant to create a race-equity framework for the company.

They've had multiple staff workshops with consultant support, also weekly meetings of a race-equity working group. They're investing in this work \$165,000 in staff and consultant time since 2020 and dedicated commitment to support underrepresented staff, partners and businesses.

They're also holding weekly unlearn sessions at staff meetings. So they're deeply committed to this work. Amber has expressed that to our team. And we've also had great participation from Civic Edge and their team members in our own equity working group that Carlos co-chairs. Next slide, please.

So over the last six months under the Civic Edge contract, African-American-owned businesses performed nearly 80 percent of the work under the contract. In the past year, African-American and Latino-owned business participation is at 50 percent. Next slide, please.

So this -- for the total contract, total payments have been approximately \$1.4 million. LBE payments have been \$574,000. Overall LBE participation of payments is at 40.1 percent, with 7.1 percent going to minority-owned businesses, 13.9 percent going to women-owned businesses.

And then, breakdown by ethnicity -- African-American-owned businesses received 10.4 percent of payments. And Latino-American-owned businesses received 7.4 percent of payments. Civic Edge as an LBE self-performed just under half of the contract resulting in total LBE participation of 87 percent. Next slide, please.

So as we're getting into the routine of making this report, ultimately we'd like to line up with the broader Port contracting report and be on the same calendar.

We are working closely with Stephanie and Toni Autry to advance equity in the program and to keep a close eye on our LBE subcontracting as we move through, add new LBE subcontractors to the contract and prepare these reports to the commission. So I'll stop there and ask if the commission has any questions for staff.

No Public Comment on Item 13A.

Commissioners Discussion on Item 13A:

Commissioner Woo Ho - Okay. All right. Thank you, Brad and Carlos. This was a very encouraging report and very comprehensive. I don't have any specific comments except to say that I think, as we have discussed equity

throughout as being a very important priority, I think you guys have really hit the note very high. And I appreciate that.

And I'm sure President Brandon will speak more of it because it's one of her passions. But I just want to compliment all of you for taking the time and effort and to bring us up to date on how this is actually being actioned and translated into day-to-day activity at the Port. And I applaud you for the effort and thank you very much for the report. Thank you.

Commissioner Gilman - Similarly, Brad and team, I want to thank you for the report. This is a lot of progress. I mean, I think it's -- on page six of the staff report, you see in the last three years, you know, from the contract amendment you were able to almost triple our WBE participation and almost triple overall on the sub-percentage.

So I do think that's a starting point. And then, I also want to commend the young gentleman who saw resiliency as a career pathway and got into Berkeley. I want to congratulate him as well. But this is just a start.

I'm sure Commissioner Brandon will have a lot more comments. But it would be an incredible day when this is just the norm, and we're 75 to 100 percent of our contractors fall into this category. And we're really cultivating these small, minority-owned and women-owned contractors to participate in Port activities.

So this is a great start. I look forward to these quarterly updates. And I do believe you're on the right path. And I do want to commend your work.

Brad Benson - Thank you.

Willie Adams - Yeah. Brad and Carlos, great job. President Brandon, I know she's like -- President Brandon -- she's like a train. She just keeps pushing and pushing and pushing. And we keep raising the bar. So I want to thank you.

I know it's late in the day and might be a little worn out. But thank you. Commissioner Gilman is right that, you know, the day should come that it's the norm, and this is just who we are at the Port. And then Commissioner Woo Ho's comments were right.

So I think we're continuing to raise it up. I hope President -- you know, one thing that you know about President Brandon -- we all know she'll go, "Great report. But --" so we'll see what she has to say. I'm all done. Thanks. Thank you. [laughs]

President Brandon - Thank you. Again, Brad and Carlos, thank you so much for this report. And I really appreciate the update. And I really appreciate the effort and the intentionality that has gone into making this report better than it was last time. And hopefully, we just continue that.

Really want to congratulate the intern who got into Berkeley. That's a major accomplishment. And hopefully, we'll have more interns over the summer that can get involved in this project. So I just want to thank you for increasing our LBE outreach and engagement.

I just hope that, going forward, that we can engage our MBEs, our WBEs earlier in the process and not wait till the end of the process. So I just hope that we can continue this momentum because you guys are doing a great job. So I just really want to thank you.

Brad Benson - Thank you so much, President Brandon and commissioners.

B. Informational presentation regarding the Islais Creek Southeast Mobility Adaptation Strategy.

Brad Benson - President Brandon, commissioners. Brad Benson again. I just want to introduce this item. I know we're late in the day. This has been a great opportunity for the Port to collaborate with city department partners.

The planning department has led this study of the Islais Creek area with a grant from Caltrans. We've had participation by SFMTA and SFPUC. And it's really great to see a city team collaborating in this way particularly through a process that requires robust public engagement.

Some of the highlights for this study for me have been that engagement. I think that we've been very intentional about reaching out beyond that group of folks who are committed and want to show up to public meetings.

We've tried, through this engagement process, to meet people where they're already meeting and get to a broader audience. Another aspect of this work that you'll hear a little bit more about has been Port-tenant engagement.

We're seeing that there are a lot of current flooding issues in this area of the waterfront. And these issues are affecting tenant operations. You heard about SFMTA's plan to raise the bus facility as they're undertaking new construction. Other Port maritime tenants are facing similar problems.

I'm going to hand over the presentation to Kari Kilstrom, who is the Port's lead planner on this effort. And she will be followed by Lisa Fisher, representing the planning department, who is the lead on the study.

I'd just like to say one thing about Kari. The commission may not know. But Lindy Lowe, who was our lead planning in the resilience program left for another great career opportunity. Kari has been with the Port's planning and environment division and, with Diane Oshima's support, stepped up to fill some pretty big shoes in the program and has done a remarkable job.

And I just want to thank Kari for her work on this study while we recruit for Lindy's replacement. So Kari, take it away, please.

Kari Kilstrom - Thank you, Brad. That's very nice of you to say. Good afternoon. And congratulations, President Brandon, Vice President Adams, commissioners, Director Forbes. Kari Kilstrom here on behalf of the waterfront resilience program.

We are very pleased, as Brad said, to be providing an informational presentation on the Islais Creek southeast mobility and adaptation strategy. It's a long title. But essentially, it's a toolkit and a roadmap for reducing the combined risk of two types of flooding: temporary flooding that occurs during heavy storms and permanent inundation that is expected over time due to sea-level rise.

Sea-level rise is a slow-moving problem. So we have some time to plan and fund solutions. But the risk of temporary flooding is a current problem in some locations during heavy storms or king tides along the shoreline. So this work will help city agencies and the Port to focus on near-term and long-term flood protection. Next slide, please.

Here's an overview of what we'll be covering. As Brad mentioned, this has been -- this is a district-wide adaptation strategy that reaches beyond Port properties and has been coordinated effort with several city agencies including SF Planning, MTA, PUC and the Port.

Lisa Fisher is joining us today. And as the project lead for the city team, she will describe the flood adaptation strategy in more detail. As Brad mentioned, this was a two-year effort funded by a grant from Caltrans. And it will be completed by the end of June.

We'll talk more about the community engagement and the creative approaches used to successfully reach and listen to residents and business owners. And then, Lisa will walk us through the details of the flood risk modeling and the flood adaptation strategies. Next slide, please.

So let's start with a general orientation to this work at a high level, how it relates to other planning efforts in the city, the Port's waterfront resilience program and regional plans that affect this district and go into more detail

about the early community engagement that laid the groundwork for resilience planning. Next slide, please.

So the Islais Creek adaptation strategy is just one of multiple climate resilience efforts in San Francisco to address flood risk along the city's bay and ocean shorelines. The Port's waterfront resilience program is another one of those efforts. The city's goal is to adapt to the unavoidable impacts of climate change. Next slide, please.

As you know, the waterfront resilience program is leading two resilience efforts that encompass the seven-and-a-half miles of shoreline managed by the Port: the comprehensive adapt plan; and the flood resiliency study by the U.S. Army Corps of Engineers, in partnership with the Port.

So given the overlap of the Islais Creek district and Port-wide resilience planning, the Port resilience program coordinated closely with the city team particularly to engage with the community in advance of the planning work.

When complete, the Islais Creek adaptation strategy will provide a key input to the adapt plan and the Army Corps flood study, where they'll examine a broader range of flood projections and adaptation alternatives to identify the potential for a federally funded project. Next slide, please.

So the project area is focused on the district between the southern Dogpatch and northern Bayview neighborhoods. It's bounded by the elevated highways on the west and San Francisco Bay. Next slide, please.

This district-wide approach required coordination among multiple city agencies to gain alignment on strategies that protect all of our critical city assets in the area. For example, we talked about MUNI earlier in the meeting.

They have transit and bus facilities near the shoreline. The two creek crossings here at Islais Creek Bridge and Illinois Street Bridge provide critical connections to the rest of the city for residents and business operations.

The PUC's southeast treatment plant is located within the district. And of course, the Port's Piers 80 through 96 support current maritime industrial operations and future economic growth opportunities. Next slide, please.

So from the outset, the Islais Creek adaptation strategy has been a community-led effort. The team engaged with community members early to develop the vision and goals that have informed the adaptation strategies.

With the talented support of the Port's communication contractors, the engagement was equity based by focusing on removing barriers to participation, to hear about community needs, questions and concerns.

Before COVID, the Port and city team collaborated on a series of engagement events to increase awareness about flood risks and to co-create community goals.

So these events included: three in-person community workshops including attendance by Supervisor Maxwell at the time; a Halloween pop-up with Hunters View residents attended by Board President Walton; a holiday mixer at Radio Africa that you may remember President Brandon attended, Director Forbes and President Walton; and walking tours around Islais Creek that were led by SF Planning and Port staff that were very well attended.

In all, the series of events held within the community reached over 300 people. In the last six months during COVID, nine community-benefit organizations hosted meetings virtually for status updates on the waterfront resilience program and Islais Creek strategy. Next slide, please.

The team also asked community members to participate in an asset-mapping exercise to identify places that people love about the waterfront, that are important to their lives and things that people are concerned about during a disaster.

To highlight a few, people responded that they loved Candlestick Point, parks and open spaces and water access. People named housing, the bridges and transportation, jobs and wastewater treatment as important assets and facilities here. Concerns during a disaster include emergency response services, hospital access and water quality. Next slide, please.

So during the in-person community-meeting series, hundreds of neighbors helped co-create five key goals that will guide all flood adaptation planning for the Islais Creek District. The vision is that Islais Creek adapts to flood risks while ensuring healthy and resilient communities.

The goals focus on a socially and environmentally resilient neighborhood, authentic and transparent public engagement, a resilient transportation system, a healthy environment for people and ecologies and a sustainable economy that benefits workers and industries.

In a moment, Lisa will describe adaptation strategies that reflect these community goals to advance equity through reliable transit, a cleaner shoreline and long-term job opportunities. Next slide, please.

So regarding a sustainable economy, it's important to point out two recently completed regional plans for 2050 that have economic growth objectives for this district. First, the Plan Bay Area 2050 prepared by the MTC and ABAG designates the Islais Creek geography as a priority production area.

The purpose of this designation is to enable the city's remaining industrial area to thrive and grow and to expand middle-wage jobs near more affordable housing. Next slide.

The second regional policy is BCDCs seaport plan. One of the goals of the seaport plan is to reserve Port area to accommodate future growth in maritime cargo, minimizing the need for new bay fill for Port development later in the future.

Piers 80 through 96 are designated Port priority use and valued for the deep-water berths, expansive terminal area and ground transportation routes to the regional highway system. Our recent update to the cargo forecast for 2050 expects growth in roll-on, roll-off cargo, automobile cargos and the dry-bulk cargo.

Pier 96 was identified as a key site to accommodate this growth, assuming full use of Piers 80 through 94 as well. The last note is that cargo terminals are important public safety assets. The city and FEMA disaster-response plans rely upon these piers for berthing large supply ships, staging mobile and medical hospital facilities and other emergency response operations.

So with that background, I'll pass the presentation to Lisa Fisher to walk us through the Islais Creek adaptation strategy.

Lisa Fisher - Thanks so much, Kari. Next slide, please. Good afternoon, commissioners. And particularly President Brandon, congratulations again, Director Forbes and Brad Benson, all the Port staff. It's always so great to work with everyone. Thank you for having us.

Again, I'm Lisa Fisher. I lead the resilience and sustainability work at the planning department. And it's been my pleasure to serve as the project director for this effort along with my colleague, Luiz Barata, who is here as the project manager.

Also, Kari mentioned Tim Doherty from the SFMTA as well as Sarah Minick from the SFPUC wastewater. So together, working within our divisions and especially working together, we're excited to bring you the latest on this ICSMAS, as we like to call it, project.

I will note it doesn't seem that the standard fonts at planning are maybe in the standard fonts at Port. So if any of the titles are weird, I apologize about that. So moving ahead -- next slide, please. And then, the next slide.

So one of the main points of this project is how can we understand the most possible about the future so that, as we invest, you know, whether it's in the

near term or 10 years from now or 20 years from now, that we do that in a way that is coordinating together with efficient city resources and then making sure that all of those investments can withstand, you know, through 2080 and on into the future.

So in that, this project, you know, really focused on that deep analysis, which I'll share with you. We explore different scenarios for adaptation planning. We, again, heard from our great community stakeholders and from, of course, all of the agencies at hand.

And then, we have been working to formulate the set of adaptation strategies and pathways, which I'll also go into. So thanks, Kari, for highlighting a lot of the stakeholder engagement. The last piece of that that we conducted last week I wanted to share.

We hosted two community-circle-back events where we kind of personally invited all those folks who have, in any way, touched this project over the last two years. And we hosted sessions where we gave updates.

And we kind of unveiled some of our favorite ideas about these strategies. And then, we spent the bulk of the time hearing from the community both about -- you know, of course, are we missing anything? But also, you know, of these ideas, what are you most excited about?

And I think, you know, the other piece of this project that we're all really excited about is understanding what are those potential community benefits that some of these investments could unlock. Of course, as we all work to advance racial and social equity, it's particularly important in these communities that have been historically underserved, have historically and today also suffer some of the greater impacts in terms of, you know, air quality, you know, other s -- excuse me -- and other of these climate impacts that, you know, we really try to provide for the community with all of our investments.

We were also happy to have President Walton help us kick off those events. And you know, in addition to being here tonight, the team presented this morning at the SFMTA's policy and governance committee.

We -- Kari and Luiz will also be presenting later this week at the Southeast Advisory Committee [after you all]. And then, next Thursday, we'll be going to the Planning Commission. So together, all of that community feedback, all of the discussion from these commission hearings, it will all be included in a final report to Caltrans.

And then, we'll be incorporating all those salient ideas and comments into our final version of the materials that we'll turn in next month. Next slide, please.

So here's a quick snapshot. This is the most technical diagram of my presentation. But we are pretty proud that this was the first truly combined flood modeling. And I'm sure many of you have seen lots of combined flood modeling where we talk about permanent sea-level rise and coastal storms.

This model also adds in that later of inland kind of precipitation-based flooding, which we experience as stormwater. So in this diagram, if you see tiny orange dots, that's a stormwater flood pattern. The light turquoise is the anticipated coastal flood extent we could see in 2080 because, of course, as the seas rise, the extent of that coastal flooding has the opportunity to travel further inland.

And then, in the kind of hot-pink-purple color, this is the potential permanent inundation of sea-level rise. If we do get that four-and-a-feet that is projected by 2080, this is what we could be up against, of course assuming no action in this area.

So fortunately, we are a city of action. And we are excited to get some of this going. But just to really point the picture of, you know, why did we even focus in Islais Creek in the first place? And kind of what are we up against? So next slide, please.

So in order to make all of this technical information a little friendlier, we created this series of more birds-eye diagrams. And this first slide is really trying to illustrate, you know, why does this area flood so much?

And you know, not unique to many areas of our waterfront, there is a lot of landfill. So you see that here in gray. The original shoreline are these kind of hot-pink dots. And then, also, in case you aren't aware, this area used to be a marsh. And it kind of represents the tail end of the watershed that starts way back in Glen Canyon.

And as we're surrounded by all these hills, you know, the water is kind of naturally coming down into the Islais Creek basin as well as the Bay Shore coming in. Next slide, please.

And then, as we add in today's built environment, you know, you might also know there's not a ton of draining. There's not a ton of places for this water to go. You know, when we talk about pervious versus impervious surfaces, the stormwater here is in the streets and gutters. So that's part of what we're solving for. Next slide, please.

This is a snapshot of today's land uses. I think it's really interesting to note the bulk of our study area is either production, distribution and repair, which we call PDR here in the light purple. And I just want to note this is one of the

city's main concentrations of these uses. So there's warehouses. There's makers. There's automotive repair. There's the produce market.

You know, there's all those types of industries that really are unique to this district. And then, as you go, of course, closer to the water, you have the Port's piers, the maritime industrial uses, that those are so uniquely suited to host.

But then, kind of surrounding our district are all these residential neighborhoods, some of which are growing quite a bit. You know, we have the Potrero power station here on the north side of the study area in pink.

We have India Basin coming on the south. You know, we have this kind of Third Street corridor that's in its own series of evolutions. So you know, we want to kind of really consider all this as we think about how to protect this district. Next slide, please.

Another unique piece of this district is the amount of public ownership, you know, both in terms of land and in terms of assets. So here, you can kind of see all the public parcels, which includes the southeast treatment plant, you know, some public works facilities.

And then, if you go to the next slide, please, this project, ICSMAS, itself -- we have the opportunity to do a deeper dive on seven of those assets. So working together with the agencies as well as hearing from the community, we identified these seven assets of the focus of this particular study.

So that includes the Port's Pier 80 and 96 as well as the Pier 90 and 96 backlands, includes both of the bridges over Islais Creek, Islais Creek Bridge, which some folks call Third Street Bridge as well as the Illinois Street Bridge and then the two main MTA facilities shown there on the northwest side of the creek. Next slide, please.

So I think, as we all work together to make sure that every city investment is, you know, kind of helping each other, it's -- some of this is happening now. We just heard a presentation about some MTA facilities looking at elevating.

You know, we already, of course, know Potrero power station is elevating. I mean, this is kind of the new way that we're building. So again, this is a snapshot of today's 100-year-storm risk both from stormwater flooding and the FEMA coastal maps. Next slide, please.

So today, we're already seeing, you know, transit -- transportation disruptions. We're seeing folks can't get to work. Or they're worried about stepping in water and getting electrocuted. There's been damage to properties and cleanups, those sorts of things. Next slide, please.

So as we look to 2050 when we see potentially up to two feet of permanent sea-level rise, you know, the extent of that temporary flooding is going to continue to grow. And you can also see, in 2050, we're already starting to lose some of these pieces of land shown in the dark turquoise. Next slide, please.

And by 2080, which is kind of the extent of this particular study, you know, we're looking at upwards of four-and-a-half feet of permanent sea-level rise.

And then, when you add that 100-year storm which is approximately 41 inches, if you have king tides at the same time that you have a huge storm that you have some wave run-up, you know, that's along the shoreline about 93 inches of impact. And you can see here those dark turquoise areas of permanent inundation becoming quite significant. Next slide, please.

So some of the disruptions and impacts that we're already seeing today will, of course, continue to get worse. So we definitely, you know, want to start solving for that as soon as possible. Next slide, please.

So in terms of how are we going to solve for it and what are some of our ideas, you know, building on the community goals that Kari introduced and also, of course, building on kind of best-practice science as well as some of best-practice adaptation, you know, we look to kind of maximize that mix of nature-based solutions with hard edges.

So of course, focusing our nature-based solutions around our existing parks and especially that western edge of Islais Creek and then the harder engineering solutions around the edges of the piers. Next slide, please.

So the next three slides we're showing you just some of our favorite of the adaptation strategies. You will -- you might have already received a link to the draft report where you can kind of do a deeper dive on any of these types of strategies or any of these sub-geographies.

But we're going to quickly show you the ones that most support the community goals around economics and around mobility and around open space. So here, we have the sustainable economic slide, which is really again talking about jobs, you know, the industries, the businesses that we want to support them to be able to grow and thrive in this area, you know, especially the ones that are very unique and can really only exist in this kind of economic ecosystem.

So you can see we have a lot of strategies around raising and rebuilding pier edges and berths and also enhancing those PDR and job areas. So you

know, everything we do to protect the flooding helps to kind of preserve those inland areas for economic activity. Next slide, please.

For the healthy environment, you know, we will be looking at some of the parks, expanding some of those and then also creating different types of ecological solutions whether wetlands or eelgrass beds that you can see in the dark turquoise or oyster beds, you know, things that help buffer and protect some of those natural edges from erosion --

- and then again, on the west side of the creek, looking at how we can bring in more nature as we evolve over time and hopefully create some continuous public amenities along that part of the creek.

And then, lastly, as we begin to solve for some of the stormwater issues in the neighborhood, employing more of the green-infrastructure approach with rain gardens, bioswales, street trees, those sorts of things that not only help manage flooding but also help the neighborhood fare better when we have heat waves, you know, when we have wildfire smoke, just that kind of general neighborhood.

And then, the last one, please. Excuse me. I think the mobility somehow got missed. But you can see here in blue the mobility-focused slides which, in this case, you know, we're of course really focused on the bridges.

How can we do some near or interim-term improvements for pedestrian bicycle safety and help avoid some of those conflicts with the trucks and the other commercial-based vehicles as well as the Blue Greenway.

You know, we really appreciate the Port being such a great champion for the Blue Greenway up and down the waterfront. And we're excited about the idea of connecting with Potrero power station, coming through Warm Water Cove and thinking about this alternative alignment kind of between Pier 80 and the MTA's facility to get folks a little further away from that hectic Illinois Street corridor.

And then, as we go south of the creek, you know, how do we continue to improve the Blue Greenway so that it really connects this whole network of parks and particularly unlocks them for all of the folks living in the Bayview?

And then again, just, you know, on all these major streets and in around this area, continuous like working together with MTA and our friends at Public Works about other improvements around safety for every mode.

So this is our kind of compilation of strategies. The last thing I just want to say is that we have taken this approach, which you may have heard of, called

adaptation pathways. And it's where we've grouped the strategies not only by geography but also in a way that there's decision points over time

So the city is not in a position, you know, here in 2021 to really have to decide about what are we going to commit to through 2080 but, rather, understand how different strategies that we address over time, you know, as things change.

Like the projections are different for the flooding, or the economics changes. Or other things happen. We have these pivot points where we can really be smart about how we focus and how we invest. So that concludes my presentation. I want to turn it back to Kari to point out a couple last things for you all around the Port property.

Kari Kilstrom - Thank you, Lisa. Next slide, please. So just a few notes on the district-wide framework for 2080 -- I want to point out that there's a line of defense proposed. And it generally follows the edge of the pier berths. And it would be engineered to support future maritime functions.

And it would protect adjacent compatible industrial operations located on the land side. But as Lisa pointed out, the strategy is designed to help decision makers make smart near-term and long-term decisions.

And where we see those yellow triangles, those are low spots that were identified in the document where we have some vulnerability in the early decades. And we also have been talking with all of our major tenants in the area.

We've met with PASHA, Recology, Hansen, Cemex and Central. And in a couple of cases, they're experiencing flooding now during king tides and storm events. So we know where these low spots are. And we can begin to start focusing our resources in the nearer term on these locations as we take manageable steps over the decades to handle the big picture of sea-level rise.

So I wanted to just point that out, that it's a good roadmap. Next slide, please. So what are our next steps? Next slide. So I've got to keep up.

So although this two-year resilience-planning effort for Islais Creek officially concludes next month, the community-developed goals will continue to guide resilience planning and inform the Army Corps flood study later this year.

In many ways, completing this work is just the first step. The Islais Creek strategy provides a starting point for continued collaboration with our fellow agencies. We can seek funding together. We can prioritize projects and continue our community engagement.

So I just want to close by thanking the members of the community, our leadership and everyone that supported this effort, especially for working through the challenges and limitations of this past year and to carry this work forward.

So thank you for your attention to this informational item at the end of a long meeting. And Lisa, Brad and I are available to answer any questions.

President Brandon - Thank you so much, Brad, Kari and Lisa for that great presentation. Now, let's open it up for public comment. We will open the phone lines to take public comment on item 13B from members of the public who are joining us on the phone. Jenica will be our operator and will provide instructions now for anyone on the phone who would like to provide public comment.

Public Comment on Item 13B.

Linda Fadeke Richardson - Hi. This is Linda Fadeke Richardson. I want to start by congratulating President Brandon for your reappointment to the commission. We are all very excited. And good afternoon, Vice President Adams and commissioners and esteemed Director Elaine Forbes.

As a long-time Bayview-Hunters Point resident and someone that actually has been working with a part of San Francisco, I served on your working group. And in particular, I chaired the transportation committee.

[Where we are having today] should be noted that your master plan is the driver, is the point of reference. And it is already yielding dividends. In fact, it's specifically the master plan. It was stated a collaboration with the rest of San Francisco.

What we are seeing today, this collaboration of the interagencies is what you all have envisioned. I remember Vice President Adams telling us during those working sessions to think beside the box. Look at the City of San Francisco, and draw correlations. That is exactly what is going on today.

I want to commend Lisa, Kari and Brad Benson. [I've] attended all the meetings [that have been] attended. The Port of San Francisco is leading the City and County of San Francisco in public and stakeholder engagement.

And that is already resonating with the rest of the agencies. They are following through. They [understand their commitment]. Earlier today, I attended the SFMTA policy and [guidance]. You should see the excitement.

The commissioners [Borden] and Sharon Lai -- and they have indicated [they've instructed] the SFMTA staff to come up with a plan. They are not only now interested in feasibility studies. But they are talking about, where is the SFMTA financing obligation in all of this?

How can we implement equity? How do we now collaborate with the Port of San Francisco, SFPUC and in making this thing happen? We cannot wait till 2050. We are definitely not waiting to 2080. The Islais Creek resilience plan is central to the development of the waterfront and also the catalyst to the development of the Bayview and India Basin.

So we are excited. The Blue Greenway and the Bayview revitalization plan is already in place. We want to commit local, state, federal and public-private partnerships to engineer, to start this process.

You now have all these agencies now working together thanks to the Port of San Francisco, your leadership and your director, Elaine, and Diana Oshima and the rest of the staff. So I'm in support. We are in support.

We are energized. We are looking at the recovery of San Francisco. The Port of San Francisco -- it's the driver of the recovery -- economic recovery of San Francisco post COVID-19.

So congratulations again, President Brandon, and to all the competent commissioners and the staff of San Francisco and SFMTA, SFPUC, San Francisco Planning. Let's get together and help the City and County of San Francisco and the Bayview southeast sector to recover. Thank you.

Commissioners Discussion on Item 13B:

Commissioner Gilman - Lisa and Kari and Brad, as always, such a detailed report on so many levels, really illustrating our resiliency efforts but also our community-outreach efforts. So I do want to applaud you on that.

I also just w -- I don't have any questions about your report. I sort of want to echo what we heard in public comment from Ms. Richardson. This is an area of the waterfront that we still need for PDR use and for industrial use.

But we have emerging neighborhoods. And we have existing neighborhoods who have been ignored. So I'm really happy to see how we're trying to balance all of those needs. It's complex. You know, particularly for our makers and our light manufacturing, we still need that usage in the city.

And we need to acknowledge the emerging neighborhoods and these distinct neighborhoods that have always been in that area. So I just really wanted to thank you for calling that out on the maps. I actually thought that was a really

important data point and that we continue our efforts to ensure the viability and sustainability of this part of our waterfront and for those neighborhoods.

And I want to also commend you on your community outreach. It seems like you're listening to the community. You're doing your best. And you're doing your best to model that interdepartmentally as Ms. Richardson stated. So thank you.

Kari Kilstrom - Thank you.

President Brandon - Thank you. Commissioner Woo Ho?

Commissioner Woo Ho - Yeah. Thank you, Brad, Lisa and Kari. Excellent report. I would have said it's like an encyclopedia on Islais Creek. But you've given us all the background to understand the resiliency plan and what is in there for the future.

It's a great example of how we are handling this issue. And it does deal with some of the strategic challenges that we have known that we are going to face with climate change and other things going on and, as Commissioner Gilman said, all the other developments that are going on at the same time.

So I think it was very well presented. I also -- I hear some background noise. Okay. Maybe it's gone now. Sometimes, you know, there seems to be a theme that runs through some of our commission meetings that I pick up on at least.

And today, what struck me was really the interagency collaboration and cooperation that we had. Obviously, today, your presentation with the planning department -- and I think, earlier, we had the SFMTA.

I heard, of course -- I wanted to hear that the Port is one of the leading collaborators in this regard and that we are respected for how we work with other sister agencies in the cities and not only in terms of the actual content of the work but also the values that we bring to the work, the equity, diversion and our belief in resiliency in terms of what we need to do because it is so near and dear to the Port and our future.

So I just want to say today's theme -- it seemed like we had a lot of that in terms of how we work together. And certainly, we heard that even talking about one of our staff members, who unfortunately did pass unexpectedly and how well he exemplified that.

So I just wanted to say sometimes you just pick up these themes that come up. And they just exemplify what the Port represents. I'm always amazed at the depth and quality and the excellence and professionalism of our staff in

terms of what they do, the content of what you do as well as how you carry it out because the two are really -- come together.

And I think, again, it makes us feel, as commissioners, that we're sitting on an agency that knows what it's doing, doing it well and helps us to be able to sleep well at night. So I do sleep well at night knowing all of you are doing such a great job. Thank you.

Kari Kilstrom - Thank you.

President Brandon - Thank you. Vice President Adams?

Willie Adams - Yeah. I just wanted to say to Lisa, Kari and Brad, just stellar report, all the dots. It was just an immaculate report, all the information and then the great oratory of Linda Richardson. It was like a symphony of words and all the work and everything that you've done.

She just brought it home. It was just beautiful to hear it and what you're doing. I'm just really excited about it. And it's just one of the best meetings I've ever had. You're ending in such a high note for the commission. I know it's late. It's almost 7:00.

But thank you. I could stay here another couple hours. I'm just so fired up for your report and how everything just came together. So thank you very much.

Kari Kilstrom - Thank you very much.

President Brandon - Thank you. Again, thank you so much for this presentation. It was great. You guys are doing -- you did a great job with our community outreach and working with the community. All my questions have been answered because the report was so thorough and detailed.

So we really appreciate hearing it and can't wait to see the next step and how it expands with the Army Corps and the additional studying that we're going to do and all the financing opportunities that are going to come because of it. So thank you so much for that report.

Kari Kilstrom - Thank you, President Brandon. It's a pleasure.

14. NEW BUSINESS

Commissioner Gilman - I do, Commissioner Brandon, if that's okay. I wanted to ask for an informational on improper/illegal vending on the waterfront. At the land use committee yesterday at the Board of Supervisors, the owner of Queen Po-Boys on the northeast section of the waterfront, at that hearing about parklets and open space, complained about her frustration about what

she perceived as either improper or illegal vendors of food and merchandise along the waterfront.

So I was hoping I could get an informational hopefully this summer from Port staff on sort of, A, if that's an issue and problem along the waterfront and, B, what we're trying to do to mitigate that. So I just wanted to ask for that informational.

Willie Adams - Okay. Okay. Hey, Elaine -- Director Forbes. I support Commissioner Gilman what she says. I see them every morning when I'm pretty much walking out on the waterfront down there by the restaurant where Commissioner Gilman is talking -- right down past Alcatraz.

So I see it. I don't know. But they're out there cooking little hot dogs, beef, whatever they've got out there. I'm not hating on nobody. But they're out there hustling. We all know it. So it was brought -- I'm sure it's been brought to Director Forbes's attention.

I guess it's kind of like catch me if you can. I'm sure Director Forbes probably knows more and you too, President Brandon. But I know it's hard. But they're out there. I'll just leave it at that. And I support Commissioner Gilman still about looking into that especially when some of our tenants there are really trying to make it. So thank you, President Brandon.

15. ADJOURNMENT

ACTION: Commissioner Woo Ho moved to adjourn the meeting in memory of Ken Tashian and Al Baccari. Commissioner Gilman seconded the motion. In a roll call vote, the motion passed unanimously.

President Brandon - The meeting is adjourned at 7:12 p.m.