



## Agenda

### **COMMUNITY ADVISORY COMMITTEE Meeting Notice**

**DATE:** Wednesday, April 24, 2024, 6:00 p.m.

**LOCATION:** Hearing Room, Transportation Authority Offices

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**MEMBERS:** Kat Seigal (Chair), Najuawanda Daniels (Vice Chair), Sara Barz, Rosa Chen, Mariko Davidson, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, and Rachael Ortega

#### **Remote Access to Information and Participation**

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Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair’s Report – **INFORMATION**
3. Approve the Minutes of the March 27, 2024 Meeting – **ACTION\*** **5**
4. Adopt a Motion of Support to Allocate \$140,000 in Prop L Funds, with Conditions, and Allocate \$1,021,021 in Prop AA Funds for Two Requests – **ACTION\*** **17**  
**Projects:** SFMTA: Golden Gate Greenway (\$140,000 Prop L), and Transit Stop Signage Enhancement Program - Phase 2 (\$1,021,021 Prop AA).
5. Adopt a Motion of Support to Approve Programming Priorities for Up to \$5,342,905 in San Francisco’s Estimated Fiscal Year 2024/25 State Transit Assistance County Block Grant Funds – **ACTION\*** **49**  
**Projects:** SFMTA: Paratransit (\$3,300,000); BART: Elevator Attendant Program (up to \$356,901); and WETA: Treasure Island Electric Ferry Service (up to \$1,686,004 ).
6. Preliminary Fiscal Year 2024/25 Budget and Work Program – **INFORMATION\*** **81**
7. State and Federal Legislation Update – **INFORMATION\*** **123**

### **Other Items**

8. Introduction of New Items – **INFORMATION**

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

9. Public Comment
10. Adjournment

\*Additional Materials

**Next Meeting: May 22, 2024**

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**San Francisco  
County Transportation  
Authority**

CAC Meeting Notice – Agenda

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# DRAFT MINUTES

## **Community Advisory Committee**

Wednesday, March 27, 2024

### **1. Committee Meeting Call to Order**

Chair Siegal called the meeting to order at 6:06 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (9)

CAC Members Absent at Roll: Najuwanda Daniels, Mariko Davidson (entered during Item #2) (2)

### **2. Chair's Report - INFORMATION**

Chair Siegal shared an update on the Transbay Joint Powers Authority's The Portal/Downtown Rail Extension project, one of the signature projects in the Prop L Expenditure Plan, which had received a "Medium-High" rating under requirements of the Federal Transit Administration's Capital Investment Grant program. She noted that earlier in the month, U.S. Transportation Secretary Pete Buttigieg recommended The Portal for \$500 million in federal support for construction as part of President Biden's Fiscal Year 2025 budget proposal.

Chair Siegal also announced that the agency will receive a \$2 million grant award from the U.S. Department of Transportation Reconnecting Communities and Neighborhoods Program for the Geary-Fillmore Underpass Community Planning Study. She said that the study would develop transportation and land-use concept designs to better connect the Japantown and Fillmore/Western Addition neighborhoods that were divided and displaced when the underpass was constructed in the 1960s, and help with engagement through an establishment of a Community Council which included representatives of displaced Black, Japanese, and Jewish communities. The Chair reported that staff anticipated bringing a Prop L funding request to the CAC in the summer with project launch soon to follow. She said that community organizations interested in participating were encouraged to reach out to the project team at Geary-Fillmore@sfcta.org.

During public comment, Roland Lebrun noted that the remote video was blurry.

### **3. Approve the Minutes of the February 28, 2024 Meeting - ACTION**

There was no public comment.

Member Ortega moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)



**4. Adopt a Motion of Support to Allocate \$1,600,000 in Prop L Funds, with Conditions, and Allocate \$1,200,000 in Prop AA Funds for 2 Requests – ACTION**

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Member Ford noted that the repaving segments in Various Locations Pavement Renovation No. 62 seemed short. She asked what caused one segment of roadway to deteriorate faster than adjacent segments.

Edmund Lee, San Francisco Public Works (SFPW) Project Manager, responded that there are a variety of factors, but one cause of localized deterioration was utility work. He explained that various utility companies dug into the ground which affected the overall life of the street. He added that SFPW coordinated with other city agencies and private utility companies to ensure when possible that paving came last in order to maximize the investment.

Member Ortega asked if the reduced costs for the Oakdale project were due to new lighting technologies.

Carol Huang, SFPW Project Manager, responded that new streetlights were LEDs which were more efficient and were one reason for the reduction in cost. Ms. Huang continued that SFPW was constrained to San Francisco Public Utility Commission (SFPUC)'s standard catalogue for streetlights and that SFPUC updated their catalogue from year to year. She explained that in this specific project, SFPW was able to replace existing lights and reduce costs, but the ability to retain existing poles - another cost factor - was determined on a project-by-project basis.

Member Margarita commended the project organizer for including 4,000 residents and five community organizations during the two-year planning period.

Member Barz moved to approve the item, seconded by Member Margarita.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

**5. Adopt a Motion of Support to Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed \$22,132,978; Authorize an Additional Construction Allotment of \$4,541,599, for a Total Construction Allotment Not to Exceed \$26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION**

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Member Kim asked if there were measures to prevent delays or cost overruns, and if Thompson Builders' past record indicated that they completed jobs on time and budget and if those factors were considered.

Mr. Holmes responded that because this was a low-bid procurement, the selection



process could not consider the contractor's past delivery record; however, as an aside he said in his previous work experience he had contracts with Thompson Builders for two projects and both projects were completed successfully. He continued that one project had challenges but wasn't due to the contractor and the other contract was finished a year early. Director Holmes said preventing delays was part of the purpose of the construction allotment, and staff had listed and budgeted for things that may go wrong as part of risk management. Mr. Holmes added that the project team would institute a partnering effort between the contractor and City departments to identify and solve issues quicker.

Member Barz asked about implications of low bid procurement and what could or could not be evaluated.

Mr. Holmes responded that with low bid procurement, the bidder was screened to make sure they had the license and the necessary bonds to do the work, which was different from procuring professional services with a two-step process to shortlist companies, often used for projects that were large and complex. He added that many public works projects were procured with low bid method, as long as the company was licensed and not debarred from state certification in terms of safety or contract practices.

Member Barz asked for verification that the agency couldn't take into consideration reputation or Google reviews, just certification of license and bonding. Mr. Holmes confirmed the information.

Member Margarita asked Mr. Holmes to share who was the highest bidder.

Mr. Holmes responded that Golden State Bridge was the next highest bidder at \$23.9 million.

Member Ortega asked about the 8% contingency and how comfortable the team was with that amount in comparison with other big projects.

Mr. Holmes responded that there were two types of contingency built into the budget, one which was supplemental covering possible expenses the project team thinks might happen like additional utility work and one which was the 8% project contingency.

During public comment, Edward Mason asked which of the 17 firms contacted were prime contractors and if they represented most of the Bay Area construction industry base. He expressed concern over whether there were enough major contractors capable of doing this type of work and whether the industry was able to maintain staffing at pace with retirements. He also asked why only two bids were received for this procurement.

Roland Lebrun expressed concern over construction administration cost being double the cost of the preliminary engineering plan and wondered why, as well concern over contracting with WMH Corporation since its President and Chief Executive Officer William Hadaya used to be the chair of the Santa Clara Valley Transportation Authority CAC.

Member Milford-Rosales moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:



Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

**6. Adopt a Motion of Support to Adopt I-280 Northbound Geneva Avenue Off-Ramp Study – ACTION**

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Member Davidson mentioned that the southbound I-280 on-ramp intersection pedestrian traffic light had already been knocked down multiple times by vehicles and she was nearly hit multiple times walking to BART across eastbound Geneva Avenue, which was worse at night. She asked for a new traffic system that included no right on red signs, additional lights for the crosswalk, and a pedestrian only light. She also noted the off-ramp on the other side of the street which was extremely dangerous to drive through as well.

Mr. Tan responded the team was aware of these issues and recommended the mid-term signal upgrade and improved streetlight which required additional coordination with the California Department of Transportation (Caltrans) and City departments.

Deputy Director for Capital Projects, Carl Holmes responded that the team would evaluate Member Davidson's recommendations and did discuss the pedestrian only light as well. He added that there was a concern of being a trade-off somewhere else in the signal cycle.

Member Davidson said the trade-off was that no one was injured or killed by a car and the change only worked if there was no right turn on red.

Member Barz echoed Member Davidson's comments, expressed concern about what seemed to be a narrow set of ways to fix the safety problem, and asked about bigger solutions like closures of off- or on-ramps.

Mr. Tan responded that staff discussed several different solutions and believed there could be long-term improvements such as potential off-ramp lengthening that could be part of bigger changes.

Member Barz commented that she was inclined to oppose the item due to only insignificant changes being proposed when faced with climate and safety crises in the city. She added that she did not want to invest public dollars in a lane lengthening study and the trade-off for prioritizing vehicle throughput at the expense of everything else was not appealing.

Director Holmes responded that the team was tasked with a exercise focused on vehicular improvements. He added that staff did not recommend off-ramp widening due to dangers like potential double right turns and had worked with Caltrans and SFMTA on increased visibility through streetlights, which was a months' long process due to the complexities of the old signal infrastructure in that area. He continued that partner agencies worked closely together to ensure alignment of signal timing. Director Holmes said that the question of shutting down the off-ramp altogether would be a different study and staff would bring back members' feedback to the team discussions.

Member Barz said she appreciated the extra context but mentioned that a lane





lengthening study was just adding more highway miles.

Director Holmes responded that the purpose of the ramp lengthening was not to add more highway capacity but to get people off the highway and into the off-ramp sooner to prevent a potential rear-end collision.

Member Ford echoed the other members' comments and added that there were not many options to get to Balboa Park BART station by bike, as it was one of the only rights-of-way to get across I-280. She said she did not see suggestions about managing the freeway and asked how to directly address the queuing problem. She also asked, noting the signal timing changes, how long were pedestrians expected to wait for freeway traffic and if the European style signaling system of one car at a time was considered.

Mr. Tan responded that the team talked to Caltrans about different options on the freeway and noted the existing off-ramp did not meet standard Caltrans off-ramp specifications and the San Jose Bridge acted as a bottleneck. He said there would be trade-offs when making changes to the freeway and having to accommodate at least a half mile for vehicle transitions.

Member Ford asked what happened to the 2014 recommendation of closing the northbound on-ramp and turning it into a frontage road. She also asked if the signal cycle would be lengthened.

Mr. Tan responded that staff looked at the frontage road option and determined that it would not work as well for overall traffic circulation and would require additional coordination to account for the near proximity of the BART train tracks and other structural issues. He said the average cycle time at city intersections was 90 seconds and the team had already increased it to 95 seconds during peak hours. He said this was the optimal solution based on the current signal technology.

Director Holmes stated that the team was still evaluating and monitoring the project so member feedback was valuable and timely.

Member Milford-Rosales also echoed CAC member concerns already expressed and said he alternated between biking and taking BART at Balboa station, which was especially difficult after dark. He continued by commenting that there appeared to be lot of bad traffic interactions near major multimodal transfer points, that people transferring should not be in the middle of complicated interchanges for vehicles, and would like any study to take that into account.

Member Margarita also agreed with prior CAC member concerns. She asked if there were engagement efforts with local community members to give their perspective during the planning process, noting low-income housing, childcare facility, and elderly persons located nearby the BART station, some of whom were dependent on walking and may go at a slower pace to get around. She requested that staff engage members of the community and she suggested adding an exit marker line on the freeway a half mile out like at the San Jose Avenue exit to alert drivers earlier to slow down or change lanes.

Director. Holmes responded that community engagement was part of the approval process for the study and noted the freeway line suggestion, which was related to the San Jose Avenue bridge and staff would need to work with Caltrans on that.



Member Margarita suggested providing stipends and free childcare for community input to show people that their feedback and time was valued.

Member Davidson commented that the crosswalks, particularly the one next to City College of San Francisco (City College), at the on-/off-ramps of the Ocean Avenue side, also were dangerous and she was almost hit numerous times at that crosswalk. She noted the entire BART station and anchor institutions like City College and Lick-Wilmerding High School were surrounded by highspeed off-ramps and on-ramps, so it would be remiss to focus only on the Geneva Avenue side when the Ocean Avenue side was also a problem. She echoed Member Barz' request to be bold in prioritizing pedestrian and bicyclist safety, even if it inconvenienced drivers.

Mr. Tan responded that there was a separate I-280 Southbound Ocean Avenue Off-Ramp Realignment project that would turn the free-flow right turn into a T-intersection and install a crosswalk with signal lights.

Member Ortega commented on how similar some of the issues were between the Geneva and Ocean ramps. She said that she avoided the right lane when exiting at San Jose Avenue because there were a lot of drivers that slammed their brakes from a sudden stop on the highway. She said that even though the study came from concern about freeway collisions which drew more attention than street collisions, there were still two dangerous intersections next to critical infrastructure and she avoided having to live near that area. She suggested that, due to the strong committee concerns about the study recommendations, the CAC may want to request additional or bigger studies and asked Chief Deputy Director Maria Lombardo to advise on what options the CAC had beyond a simple vote on the staff recommendation.

Ms. Lombardo said she would respond, but asked through the Chair if she could invite Rachel Hiatt, Deputy Director for Planning, to comment on another study in the area that may help CAC Members decide how to form their next steps.

Director Hiatt explained that the CAC had previously approved a Vision Zero Ramps Phase 3 Study that was funded by a federal Safe Streets for All grant and Prop L, which included both Geneva and Ocean avenues ramps for bold and permanent multimodal transformation. She said that she valued all of the feedback shared by members and that the Vision Zero Ramps study was one of the ways to address the bigger picture concerns. Ms. Hiatt added that the study was in the process of seeking technical/professional support and outreach support services and expected to kick-off outreach in the next quarter.

Member Ortega clarified that she wanted to ensure that members understood what options were available to them in the actions they could take on the item.

Chair Siegal asked Ms. Lombardo if members could break out pieces of the item to vote on or vote with conditions.

Ms. Lombardo answered that members could amend the staff recommendation to express support for just a subset of study recommendations, urge the agency to expedite the Vision Zero Ramps study, etc.

Member Barz commented that she supported near-term but not the mid-term nor long-term recommendations in the study as they didn't ref the concerns voiced by members nor the current state of affairs on city streets. She continued by stating that



she would support an amendment to approve near-term signal and timing changes but not the remainder of the recommendations and that she would like to urge the Transportation Authority to accelerate the Vision Zero Ramps work.

Member Davidson added to the amendment suggestions that the agency should be bold and prioritize pedestrian and cyclist safety, even at the expense of drivers, since the priority should be to save lives.

Chair Siegal asked staff, related to the queuing and speed portion of the presentation, if they thought reducing congestion in the area would decrease severe injury and fatal collisions.

Mr. Tan answered that due to the curve from I-280 traffic north of the exit queue, drivers may not be expecting to slow down or deal with a sudden lane change from a driver within the queue, which led to collision incidents in the area.

Chair Siegal asked if there was a traffic calming measure such as a lower speed limit that could be included in the freeway changes as part of collision prevention rather than speeding up the queue.

Mr. Tan suggested that there could be improved signage on the freeway and staff could work with Caltrans on that.

Director Holmes added that improved signage was part of the consideration for the mid-term ramp lengthening study as well as continued discussions with Caltrans on solutions. He also noted Mr. Tan's previous comment about considering narrowing lane widths on the freeway as another way to calm the speed pattern that was part of the mid-term recommendation.

Member Levine suggested that a solution could be a large, prominent (possibly blinking) sign that told drivers to beware that traffic may back-up and to slow down. He noted the sign on southbound U.S. 101 coming from Marin on Blithedale Avenue was very effective, and suggested this could be duplicated around the Geneva Avenue exit.

Director Holmes said staff would incorporate the suggestion into the study.

There was no public comment.

Member Barz motioned to amend the staff recommendation to approve only the near-term recommendations in the I-280 Northbound Geneva Avenue Off-Ramp Study, to urge Transportation Authority staff to expedite the Vision Zero Ramps Phase 3 Study, and to urge the agency to approach projects through the lens of improving safety for the most vulnerable users and to be bold in developing potential solutions. Member Davidson seconded the amendment.

The amendment of the item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Abstain: Kim (1)

Absent: Daniels (1)

Member Barz moved to approve the motion as amended, second by Member



Davidson. The amended motion was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Abstain: Kim (1)

Absent: Daniels (1)

**7. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by \$5,104,102, and Decrease Expenditures by \$9,414,037 and Decrease Other Financing Sources by \$15,000,000 for a Total Net Decrease in Fund Balance of \$1,324,367 – ACTION**

Lily Yu, Principal Management Analyst, presented the item per the staff memorandum.

There was no public comment.

Member Ford moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Davidson, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: Daniels (1)

**8. Vision Zero Overview and Quick-Build Program Update – INFORMATION**

Vicente Romero, SFMTA Transportation Planner, presented the item.

Member Barz commented that the presentation should have stated that Vision Zero goals were not met, commended the substance of materials and the commitment to the initiatives, and added the trend and statistics required more context as the number of bicyclist and pedestrian commuters was low. She stated the West Portal incident supported the need for speed safety cameras and asked if Junipero Serra Boulevard, Portola Avenue, or 19th Avenue were considered for the cameras.

Mr. Romero responded that those locations were not part of the final selection. He said SFMTA used crash and injuries data for camera locations. He added there were only 33 cameras for the entire High Injury Network and the cameras required distribution across the city. [Note the authorizing legislation does not allow cameras to be placed on state highways as part of the pilot.]

Member Barz asked if the High Injury Network intersections goal would be achieved by the end of the year.

Mr. Romero responded that one commitment was to cover the whole High Injury Network with safety improvements. He said there were two components including corridor Quick-Build projects and intersection level work for the High Injury miles without corridors. He added the whole High Injury Network would have safety improvements at the corridor or intersection level by 2024. He said this would include all 900 plus intersections referenced in the presentation.

Member Barz commented that it appeared a rate increase would be needed to achieve the Quick-Build and intersection improvements.

Member Milford-Rosales commended the 3rd Street Quick-Build which connected



South of Market and Mission Bay neighborhoods. He asked why the location was selected for a fully protected lane for this Quick-Build and not others in the area. He asked if this was due to engineering reasons or due to local business considerations.

Mr. Romero responded that he would reach out to the project engineers for a response.

Christy Osorio, SFMTA Vision Zero Education Coordinator, affirmed that they would follow up and provide a response to the CAC.

Member Milford-Rosales commented that Vision Zero was adopted in 2014 and the Quick-Build toolkit plan was from 2021. He asked if there were other projects implemented before the toolkit or if it took seven years to develop an approach.

Mr. Romero responded SFMTA implemented a variety of safety improvements, even before 2014, including signal upgrades, mast arms, painted safety zones, pedestrian scrambles, citywide spot treatments, road diets, and stop signs. He said the Quick-Build program was created in 2019 for corridor level improvements before more permanent work took place. He added that there were different dashboards on all the different treatments implemented before and since Vision Zero.

Ms. Osorio reiterated that the Quick-Build program was adopted in 2019 allowing utilization of cheaper materials and flexibility for pilots. She said the development of the toolkit was recent and based on Quick-Build project outcomes.

Mr. Romero added that Quick-Builds allowed SFMTA a way to implement more streamlined safety improvements while continuing work on capital improvements, street safety, and streetscape improvements.

Anna LaForte, Deputy Director for Policy and Programming, added that the High Injury Network was established in 2017 which allowed SFMTA and the Department of Public Health to target limited dollars based on fatalities and injuries data. She continued that Vision Zero went through multiple reiterations since 2013, such as the Walk First Initiative. She said the creation of Quick-Builds in 2019 allowed SFMTA to conduct reversible or near-term, low-cost improvements that could be studied in a pilot manner and added upon or tweaked. She stated that the Transportation Authority was funding the Safe Streets Evaluation program annually and that SFMTA committed to do Quick-Builds on the entire High Injury Network. She added that they recently conducted a study with Fehr & Peers that produced a toolkit on how to achieve this goal.

Member Ford asked how to faster achieve Vision Zero as a city.

Ms. Osorio responded that SFMTA Director of Transportation Jeff Tumlin stated that funding and capacity was needed. She said the Vision Zero Program Manager and/or Department of Transportation would be the appropriate parties to provide the response.

Member Ford directed comments to the SFMTA program manager, asking how much funding was needed and what level of staffing was required to achieve Vision Zero.

Mr. Romero responded that SFMTA wanted to do but was unable to, citing how they pursued speed safety cameras for 10 years and just recently been able to implement a five-year pilot program. He said there were factors such as vehicle size, density, and



policies to achieve Vision Zero that were beyond SFMTA's capacity. He said that substantive funding was needed for streetscapes and capital improvements.

Ms. Lombardo added staff could share with the CAC Director Tumlin's response to a similar question asked at the Board meeting on March 26 meeting.

Member Margarita said she appreciated the graph of the data and asked if there were additional details on the cause of the fatalities, noting that outside circumstances lead to these.

Mr. Romero responded that there was a [dashboard created in 2022](#) available at [visionzerosf.org](http://visionzerosf.org). He said the report, along with a map of fatalities, included additional details that were published 15 days after the occurrence of a crash.

Director LaForte said that the Department of Public Health 2023 fatalities presentation presented to the SFMTA Board Vision Zero Committee at its February meeting that could be shared with the CAC.

Mr. Romero added that the Department of Public Health was additionally working on the 2023 fatalities and injuries reports and these would be available in the following weeks.

Chair Siegal said that the data didn't seem to reflect what SFMTA presented and asked for further explanation on how traffic and fatalities were trending down.

Mr. Romero shared two graphs showing the decrease from 2014. He said there were lower fatalities since Vision Zero and this information would be included in a 10-year retrospective report that would be released in April.

Chair Siegal responded that there was a stop in a steep increase but not a dramatic decrease. She asked for Director Tumlin and the Vision Zero Program Manager give a formal presentation to the CAC. She said she was supportive of Quick-Build work and No Turn on Red, but the spot fixes were not getting the city to Vision Zero. She added that vehicle mode share had increased, and transit mode share had decreased. She asked SFMTA to consider bolder actions such as closing streets to automobiles around major transit hubs.

Member Margarita asked SFMTA to consider people with disabilities for Vision Zero work.

During public comment, Edward Mason said that engineering could not solve the issue as it required modified cultural behavior and consideration for others. He commented that the speed safety cameras had a \$50 citation but did not affect a driver's record.

Roland Lebrun reiterated a comment he made at a prior CAC meeting regarding bus shelters placement to protect waiting passengers from speeding vehicles and include protective barriers. He added that all bus shelters in the city should be evaluated with a different lens to ensure safety.

## 9. State and Federal Legislation Update – INFORMATION

Martin Reyes, Principal Transportation Planner, suggested that the item could be deferred to the next meeting given the lateness of the hour.

Chair Siegal appreciated Mr. Reyes for waiting and continued the item to the next



meeting.

## Other Items

### 10. Introduction of New Business - INFORMATION

There were no new items introduced.

### 11. Public Comment

During public comment, Edward Mason commented on commuter buses creating traffic congestion delays on city streets due to lack of ability to traverse city hills. He said one of the drivers noted that no one rode the commuter buses on weekdays, but they still were running, and this was contributing to pollution rather than reducing it.

Roland Lebrun said street closure should be considered in major areas of transportation hubs, citing the recent pedestrian fatality at 4th and King streets. He said Caltrain Townsend station had potential for more people getting killed trying to transfer between transportation modes. He said if 7th Street, between Berry and King streets (around the creek), was closed off to vehicular traffic, Vision Zero would be achieved in that area.

### 12. Adjournment

The meeting was adjourned at 9:08 p.m.

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## Memorandum

### AGENDA ITEM 4

**DATE:** April 18, 2024  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 5/14/2024 Board Meeting: Allocate \$140,000 in Prop L Funds, with Conditions, and Allocate \$1,021,021 in Prop AA Funds for Two Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$140,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>Golden Gate Greenway (\$140,000)</li> </ol> <p>Allocate \$1,021,021 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> <li>Transit Stop Signage Enhancement Program - Phase 2 (\$1,021,021)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the two requests. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is



attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

### **FINANCIAL IMPACT**

The recommended action would allocate \$140,000 in Prop L funds and allocate \$1,021,021 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and Prop AA Fiscal Year 2023/24 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year (FY) 2023/24 annual budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

### **CAC POSITION**

The CAC will consider this item at its April 24, 2024, meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L and Prop AA Allocation Summaries - FY 2023/24
- Attachment 5 - Allocation Request Forms (2)

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	\$ 240,000	83%	42%	Design Engineering	5
Prop AA	Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	\$ 1,021,021	NA	0%	Construction	Citywide
<b>TOTAL</b>				<b>\$ 140,000</b>	<b>\$ 1,021,021</b>	<b>\$ 1,261,021</b>				

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	Prop L will help fund design of the Golden Gate Greenway project, which aims to create a car-lite, public space along the 100 block of Golden Gate Avenue in the Tenderloin. Every street in the Tenderloin is on the Vision Zero High Injury Network. This project includes reducing Golden Gate Avenue from two lanes of vehicle traffic to one lane, reconfiguring the overhead catenary system wires for Muni trolley bus service, and relocation of a fire hydrant. Prop L funds would also support a site survey that will inform design and help prioritize long-term capital changes envisioned for the project area. Construction of the project will be funded by a federal Safe Streets for All grant and a future Prop L allocation for the local match to the federal grant. The SFMTA anticipates that the project will be open for use by September 2027.
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	The Prop AA funds requested will fund the production and installation of updated and upgraded signage at Muni stops with new transit stop poles where possible. Stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise. Priority Muni lines and corridors are listed in the attached allocation request form. The SFMTA anticipates that the full scope of the project will be open for use by December 2027.
<b>TOTAL</b>			<b>\$140,000</b>	<b>\$1,021,021</b>	

**Attachment 3: Staff Recommendations <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	<p><b>Special Condition:</b> Recommendation is contingent upon amendment of the Safer and Complete Streets 5YPP to reprogram \$40,000 in Prop L funds from the construction phase of the project to the design phase. Since those construction funds are programmed in FY 24/25, we recommend concurrent reprogramming of \$40,000 from Slow Streets Implementation in FY 23/24, as that project is delayed, to the subject project and reprogramming \$40,000 from Golden Gate Greenway construction to Slow Streets Implementation in FY24/25 to make it whole.</p> <p>As a result of limited staff capacity, SFMTA has had lower costs for Slow Streets Implementation work in the current fiscal year than was estimated at the time of programming and previously allocated grants have been sufficient to cover these costs. SFMTA expects to increase work on Slow Streets Implementation once ongoing hiring processes have been completed in the coming fiscal year and expects to request all funds programmed to Slow Streets Implementation in FY2024/25. SFMTA received a Federal grant that will fund most of the cost of construction for Golden Gate Greenway, so reprogramming the \$40,000 in FY24/25 funds will not impact delivery of the project.</p>
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	
<b>TOTAL</b>			<b>\$ 140,000</b>	<b>\$ 1,021,021</b>	

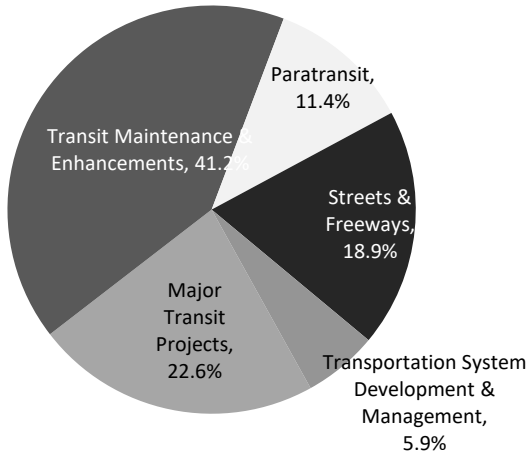
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop L Summary - FY2023/24**

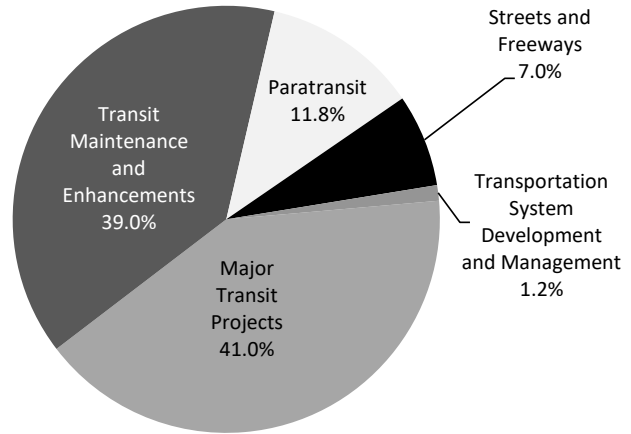
PROP L SALES TAX						
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Prior Allocations	\$ 88,845,955	\$ 14,233,965	\$ 22,179,655	\$ 33,114,866	\$ 15,242,469	\$4,075,000
Current Request(s)	\$ 140,000	\$ -	\$ 140,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 88,985,955	\$ 14,233,965	\$ 22,319,655	\$ 33,114,866	\$ 15,242,469	\$ 4,075,000

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

**Prop L Expenditure Plan**



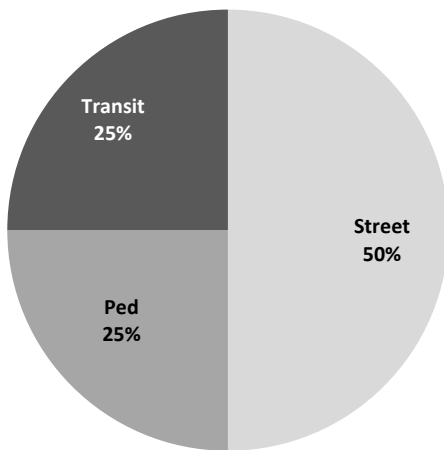
**Prop L Investments To Date (Including Pending Allocations)**



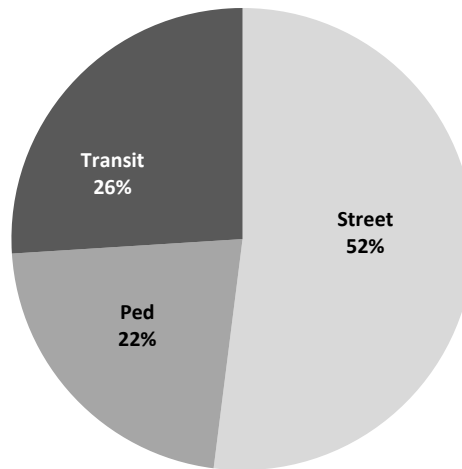
PROP AA VEHICLE REGISTRATION FEE						
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Prior Allocations	\$ 1,500,000	\$ 300,000	\$ 900,000	\$ 300,000	\$ -	\$ -
Current Request(s)	\$ 1,021,021	\$ -	\$ 331,021	\$ 300,000	\$ 200,000	\$ 190,000
New Total Allocations	\$ 2,521,021	\$ 300,000	\$ 1,231,021	\$ 600,000	\$ 200,000	\$ 190,000

The above table shows total cash flow for all FY 2023/24 allocations approved to date, along with the current recommended allocation(s).

**Prop AA Expenditure Plan**



**Prop AA Investments To Date (Including Pending Allocations)**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Golden Gate Greenway
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Safer and Complete Streets
<b>Current PROP L Request:</b>	\$140,000
<b>Supervisory District</b>	District 05

## REQUEST

### Brief Project Description

Prop L will help fund design of the Golden Gate Greenway project, which aims to create a car-lite, public space along the 100 block of Golden Gate Avenue in the Tenderloin. Every street in the Tenderloin is on the Vision Zero High Injury Network. This project includes reducing the 100 Golden Gate Avenue from two lanes of vehicle traffic to one lane, reconfiguring the overhead catenary system wires for Muni trolley bus service, and relocation of a fire hydrant.

### Detailed Scope, Project Benefits and Community Outreach

This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the overhead catenary system (OCS) wires, install a new fire hydrant, and prioritize community needs for the Shared Spaces on both sides of the roadway. Every street in the Tenderloin is on the Vision Zero High Injury Network, and this project aims to create a car-lite, public space with activation and programming in partnership with the Tenderloin community. Specifically the design scope will focus on OCS design and pole placement, coordination with PUC to confirm fire hydrant details, detailing parking and curb changes, and creating new striping plans. The SFMTA also seeks funding for a one-block site survey for Golden Gate between Leavenworth and Jones Street, which will be used to help with the OCS design and fire hydrant location, but also to help the community seek funding and start initial work for long-term capital changes envisioned for the block. Construction of the project will be funded by a federal Safe Streets for All grant and a future Prop L allocation for the local match to the federal grant.

Project outreach has taken place throughout the planning process through the Tenderloin Task Force, District 5, and through a Golden Gate Greenway stakeholder group. Key stakeholders include St. Anthony Foundation, SF Planning, and members of the Tenderloin Task Force. Outreach to both the Task Force and to key stakeholders will continue through the duration of the project.

Please see attached detailed scope document for more information.

### Project Location

Golden Gate Avenue between Leavenworth and Jones Street

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

### Project Phase(s)

Design Engineering (PS&E)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>PROP L Amount</b>	\$100,000.00

### Justification for Necessary Amendment

Fully funding this request requires an amendment to the Safer and Complete Streets 5YPP to reprogram \$40,000 in Prop L funds from the construction phase of the project to the design phase. Since those construction funds are programmed in FY 24/25, we recommend concurrent reprogramming of \$40,000 from Slow Streets Implementation in FY 23/24, as that project is delayed, to the subject project and reprogramming \$40,000 from Golden Gate Greenway construction to Slow Streets Implementation in FY 24/25 to make it whole.

As a result of limited staff capacity, SFMTA has had lower costs for Slow Streets Implementation work in the current fiscal year than was estimated at the time of programming and previously allocated grants have been sufficient to cover these costs. SFMTA expects to increase work on Slow Streets Implementation once ongoing hiring processes have been completed in the coming fiscal year and expects to request all funds programmed to Slow Streets Implementation in FY 24/25. SFMTA received a federal grant that will fund most of the cost of construction for Golden Gate Greenway, so reprogramming the \$40,000 in FY 24/25 funds will not impact delivery of the project.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Golden Gate Greenway
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Jan-Feb-Mar	2022
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2024	Jan-Feb-Mar	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

## SCHEDULE DETAILS

### Planning/Preliminary Engineering- Completed

This project finished preliminary engineering in early 2022 and has been on pause while waiting for funding for detailed design and construction. This project is included as part of the Tenderloin Community Action Plans.

### Detailed Design/ Engineering- Summer 2024 through Early 2025

This allocation requests funding for detailed design for OCS, parking and curb changes, revised striping designs, and coordination with PUC for the new fire hydrant. Funding will also be used to legislate and approve the traffic safety changes. Lastly funding will be used for a detailed land survey of existing grading and utilities, which will be requested in June 2024 from Public Work's Bureau of Street Use and Mapping (BSM) and likely delivered to SFMTA in October 2024. Surveys through BSM usually take approximately three months to be completed.

### Environmental Clearance - Summer 2024- Early 2025

This project expects to seek and receive CEQA clearance by Summer 2024. However, due to the

# 26

requirements of the federal grant that is funding construction, this project will also need to seek NEPA approval. The SFMTA has started the NEPA process and hopes to have NEPA clearance by early 2024. Milestones for NEPA include the following:

- 1) Initial Field Review with Caltrans Local Assistance (Schedule for April 16, 2024)
- 2) Caltrans Review of supplemental memorandums and requirements (April- June 2024)
- 3) SFMTA Submittal of supplemental memorandums includes Cultural Resources Analysis (June- December 2025)
- 4) NEPA approval (expected early 2025)

Construction- Spring 2025:

Following detailed design and allocation of the Safe Streets for All federal funds, the GGG project will start construction in early to mid 2025.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Golden Gate Greenway
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$40,000	\$100,000	\$0	\$140,000
Prop B General Funds	\$100,000	\$0	\$0	\$100,000
<b>Phases In Current Request Total:</b>	<b>\$140,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$240,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$40,000	\$310,000	\$0	\$350,000
FHWA Safe Street for All	\$0	\$840,000	\$0	\$840,000
Prop B General Funds	\$100,000	\$0	\$150,000	\$250,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$140,000</b>	<b>\$1,150,000</b>	<b>\$150,000</b>	<b>\$1,440,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$240,000	\$140,000	prior work
Construction	\$1,050,000		prior work
Operations	\$0		
<b>Total:</b>	<b>\$1,440,000</b>	<b>\$140,000</b>	

<b>% Complete of Design:</b>	10.0%
<b>As of Date:</b>	04/15/2024
<b>Expected Useful Life:</b>	15 Years

**San Francisco County Transportation Authority  
Prop L/Prop AA/Prop D TNC Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM - DESIGN</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Total Labor - SFMTA	\$ 183,800	
2. Total Labor - SFPW	\$ 40,000	
3. Contingency	\$ 16,200	7%
<b>TOTAL PHASE</b>	<b>\$ 240,000</b>	

<b>TOTAL LABOR COST BY AGENCY</b>	
<b>SFMTA</b>	\$ 183,800
<b>SFPW</b>	\$ 40,000
<b>TOTAL</b>	<b>\$ 223,800</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Golden Gate Greenway
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$140,000	<b>Total PROP L Recommended</b>	\$140,000

<b>SGA Project Number:</b>		<b>Name:</b>	Golden Gate Greenway
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2025
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	58.33%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	Total
PROP L EP-218	\$140,000	\$140,000

**Deliverables**

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of Site Survey, Sponsor shall provide a summary of survey findings.
4. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
5. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

**Special Conditions**

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	41.67%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	75.69%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Golden Gate Greenway
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$140,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Thalia Leng	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 646-4381	555-5555
<b>Email:</b>	thalia.leng@sfmta.com	joel.goldberg@sfmta.com

## GOLDEN GATE GREENWAY (100 Block of Golden Gate between Leavenworth and Jones)

### Background

The Golden Gate Greenway Project is a community-initiated project that was started by the St. Anthony Foundation and the 100 Golden Gate Greenway coalition to create more green space in the Tenderloin. The project also brings together a coalition of 20 non-profit organizations, including eight other partners that operate on the same block along Golden Gate Avenue – Lutheran Social Services, De Marillac Academy, St. Boniface Catholic Church, Wu Yee Children’s Services, Mercy Housing, Boys & Girls Club, Larkin Street Youth Services, and 826 Valencia, as well as several others not located on the block including the Tenderloin Community Benefit District and the San Francisco Bicycle Coalition. During the COVID pandemic, St. Anthony’s closed the block daily to provide essential community services (i.e., food pantry, COVID testing), and this inspired them to think bigger about how this block can better serve the community permanently, thus the Golden Gate Greenway project.

### Golden Gate Greenway Scope/Funding Request

This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the Overhead Catenary System (OCS) wires, and install a new fire hydrant, allowing for activated Shared Spaces on both sides of the roadway. This funding requests design funds for this scope and for a detailed site survey of this block as requested by the community. All scope is detailed below.

### Roadway Restriping and Parking/Loading Changes

The Golden Gate Greenway will reduce the Golden Gate Avenue from Leavenworth to Jones from two to one-lane of vehicle traffic (southbound) and will re-configure existing parking and loading on this block to accommodate this change. A high-level conceptual diagram of proposed changes is shown in **Figure 1** below.

This block currently is closed to vehicles Monday- Friday from 6am-6pm through a Roadway Shared Spaces permit; the permanent re-striping will help maintain a pedestrian oriented space when the block is not closed through this permit. Some transition re-striping will also occur on adjacent blocks leading up to this block of Golden Gate. Overall, this new redesign will create a safer road and safer speeds that both children and adults can enjoy.

Funds from this request will be used toward creating a final striping drawing for the roadway design and to legislate the parking/loading changes.

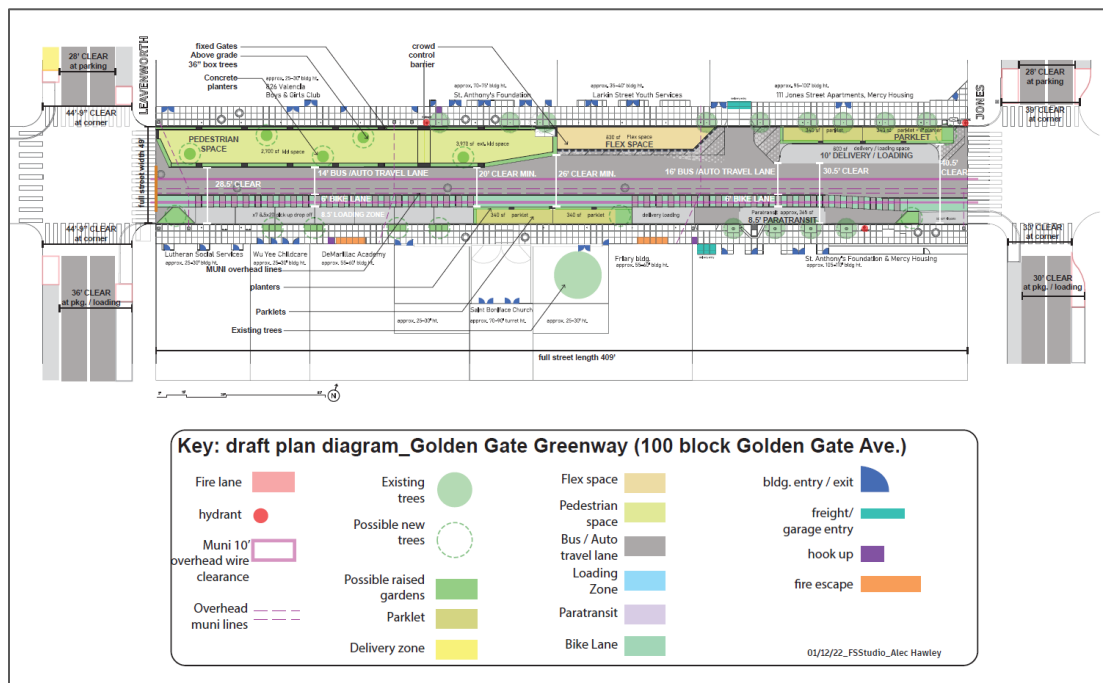


Figure 1: 100 Block of Golden Gate Ave: Conceptual Design

### Fire Hydrant Relocation

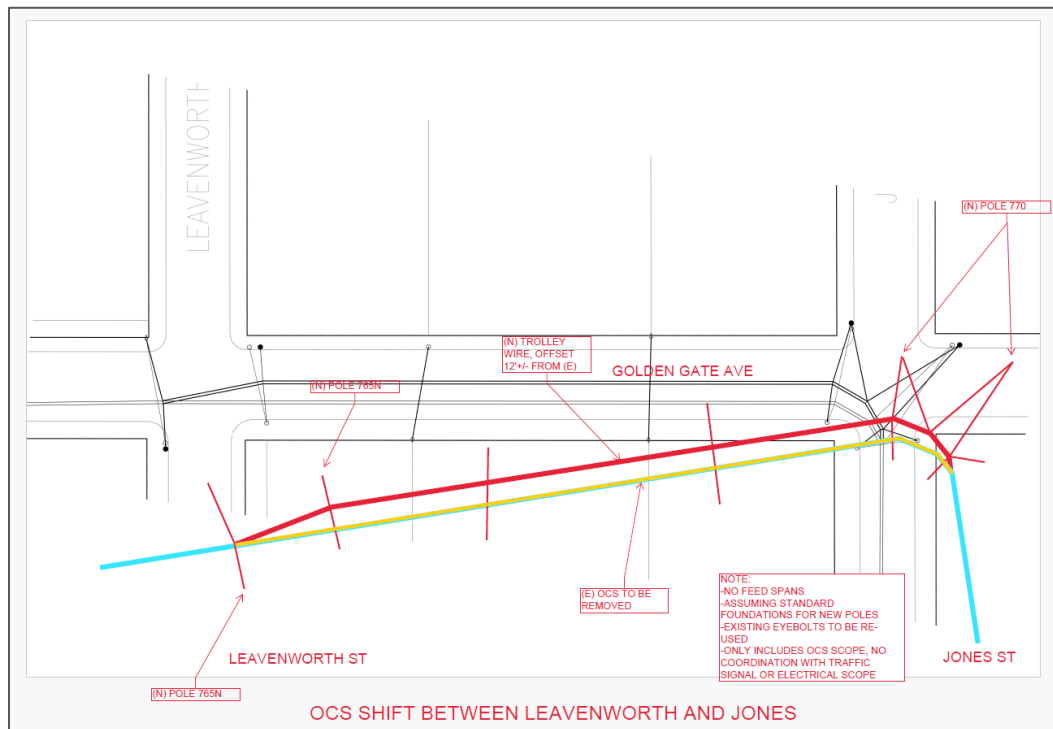
To accommodate the roadway re-striping changes, one fire-hydrant will be relocated from the north side of the block to the south side of the block to provide curb access to SFFD. The Public Utilities Commission will create the piping design/hydrant layout and relocate the hydrant in the construction phase of the project.

Funds from this allocation request will be used toward SFMTA staff costs for coordination with the Public Utilities Commission to plan for the hydrant relocation.

### Overhead Catenary System (OCS) Relocation

When this block of Golden Gate Avenue is reconfigured to one-lane of traffic, the overhead wires that serve transit on this block will need to be redesign and relocated so that they can still serve the bus with the new roadway geometry. A high-level conceptual drawing detailing this shift is shown in *Figure 2* below.

Funds from this allocation request will be used to complete the reconfigured OCS design.



**Figure 2: Conceptual Design: OCS Shift on Golden Gate Avenue**

### Site Survey: Golden Gate Avenue from Leavenworth to Jones Streets

The community and Tenderloin Task Force has requested a detailed site survey of the 100 block of Golden Gate Avenue. This survey can be helpful for reconfiguring OCS poles, but more importantly will serve as a unique resource for the community to begin design for a long-term capital project for this block that would build on initial street safety improvements. The community feels this survey can help them fundraise and give them the initial information needed.

The survey would be conducted through Public Works' Bureau of Street Use and Mapping (BSM).



### Golden Gate Greenway Budget:

The estimated design and construction budget is detailed in the table below.

Scope	Design	Construction
Overhead Catenary System relocation	\$109,200	\$546,000
Install fire hydrant in new location	\$6,800	\$34,000
Roadway restriping and parking/loading changes, including transition striping on adjacent blocks	\$67,800	\$339,000
Site Survey	\$40,000	
Contingency	\$16,200	\$131,000
<b>Golden Gate Greenway TOTAL</b>	<b>\$240,000</b>	<b>\$1,050,000</b>

### Funding Plan for Tenderloin Safe Streets for All Grant (SS4A):

The estimated design and construction budget for all scope within the SS4A grant is detailed in the table below. **The current funding request for \$140,000 for Prop L funds will not count towards local match for the SS4A grant as funds would be utilized well ahead of the grant funding agreement/allocation and are going towards design scope. The SS4A funds are for construction only.**

Tenderloin Project Name/Scope	Design Engineering Costs	Construction Cost	SS4A Grant Construction Funds	Prop L Design	Prop L Construction
Traffic Signal Upgrades	\$2,000,000	\$7,000,000	\$5,600,000	\$0	\$1,400,000
Golden Gate Greenway	\$240,000	\$1,050,000	\$840,000	\$140,000*	\$210,000
Bikeway Protected Corners	\$250,000	\$950,000	\$760,000	\$0	\$190,000
Public Outreach and Safety Education Campaign	\$1,000,000		\$800,000	No Prop L	No Prop L
<b>SS4A TOTAL</b>		<b>\$9,000,000</b>	<b>\$8,000,000</b>	<b>\$140,000</b>	<b>\$1,800,000</b>

While the Golden Gate Greenway, Tenderloin Signals, and Tenderloin Protected Corners were all programmed funds under the 5YPP and recently awarded a Tenderloin Safe Streets for All (SS4A) grant, this current request for Golden Gate Greenway design funds is separate from any funding requests for the Tenderloin Protected Intersections Project and the Tenderloin Signals Project, both of which program construction funds only.

## 2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

## Safer and Complete Streets (EP 18)

## Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
<b>Subprogram: Capital Projects</b>									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed		\$4,350,000				\$4,350,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Programmed	\$200,000					\$200,000
SFMTA	District 4 Street Improvements	CON	Programmed	\$700,000					\$700,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	PS&E	Pending	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program	PS&E	Programmed	\$220,000					\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation <sup>1</sup>	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
<b>Subprogram: Outreach and Education Projects</b>									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
<b>Subprogram: New Traffic Signals</b>									
SFMTA	Contract 66 New Traffic Signals	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
<b>Total Programmed in 2023 5YPP</b>				<b>\$7,920,000</b>	<b>\$15,753,000</b>	<b>\$9,136,000</b>	<b>\$8,001,000</b>	<b>\$6,508,000</b>	<b>\$47,318,000</b>

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Total Allocated and Pending				\$1,490,000	\$0	\$0	\$0	\$0	\$1,490,000
Total Unallocated				\$6,430,000	\$15,753,000	\$9,136,000	\$8,001,000	\$6,508,000	\$45,828,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$160,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-xx, 5/21/2024).  
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.  
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.  
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Transit Projects
<b>Current PROP AA Request:</b>	\$1,021,021
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

The Transit Stop Signage Enhancement Program will update and upgrade signage at every Muni rail and rubber tire stop with route, stop, and accessibility information. Transit stops will be upgraded with new transit stop poles and Muni-branded solar powered lanterns where possible. Generally, work will be completed citywide line by line.

### Detailed Scope, Project Benefits and Community Outreach

There are roughly 3,600 transit stops in San Francisco, the majority of which lack or have outdated basic signage and customer information. The lack of signage makes the Muni system unnavigable for many, and as an agency, the SFMTA is behind many other transit providers in signage availability. Absent or out-of-date signage make communicating service changes very challenging. This project addresses these issues by adding signage with route, stop, and accessibility information to every Muni rail and rubber tire stop. Transit stops will be upgraded with new transit stop poles, more legible signage, and Muni-branded solar powered lanterns where possible. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise.

Routes will be prioritized through a combination of factors:

1. Presence of inaccurate signage
2. Coordination with projects for more resource-efficient installation, such as while streets are closed and/or rail lines are suspended
3. Coordination with corridor improvements and/or corridor-wide stop changes
4. Ridership needs and volumes -- needs can be in reference to stops with low visibility from both the transit rider and/or operator perspective
5. Whether the line is a Muni Service Equity line
6. Requests for signage to be installed or updated due to lack of information
7. Lack of existing signage

Currently, there is not a citywide inventory of transit stop conditions. Through this program, the project team will work with SFMTA Accessible Services to obtain accessibility information for each stop to

include on signage and be recorded in a database. The signage was designed with significant input from the Accessible Services and the Muni Accessible Advisory Committee (MAAC).

Due to the volume of in-house requests that the SFMTA staff resources are committed to, the primary way that signage will be created will be through the use of an approved local vendor (Pyramid Graphics) and the SFMTA Sign Shop will assemble and install the signage (pole, base, lantern, sign) in the field, by route. Installation or updating of Muni transit stop signage also occurs as part of other projects, which would not use Prop AA funding. While we currently have enough poles and bases to cover the installation of signage for 2024-2025, we expect to have to procure more pole bases in order to install signage at every stop. These bases are particularly helpful for installation of poles on hilly streets.

Please see attached document "Phase 2 Timeline for SFCTA Phase 2 ARF" for a detailed timeline and work plan.

The attached "Phase 1 Accomplishments and Lessons Learned" describes the status of previously funded corridors and changes that SFMTA has made to accelerate delivery, reduce costs, and improve sign quality.

**Project Location**

Citywide, signage will be posted at Muni transit stops above ground.

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP AA Amount</b>	\$1,021,021.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

## SCHEDULE DETAILS

Project Coordination: Signage will be rolled out on a corridor-by-corridor basis, along with installation of small batches of signage in coordination with existing projects, that have transit improvements, when possible, as well as opportunities for more efficient installation such as street and track closures. For example, the Chase Center Project, Treasure Island Development Project, and Market Street Corridor Islands have already received signage as a result of project coordination. We are currently coordinating with the L Taraval Improvement project to most efficiently install signage as well. We are also working with the Flag Stop Conversion team to collect and share data that is mutually beneficial for these projects, such as stop types and red curb lengths.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-703: Prop AA Transit Projects	\$0	\$1,021,021	\$0	\$1,021,021
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$1,021,021</b>	<b>\$0</b>	<b>\$1,021,021</b>

## COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,021,021	\$1,021,021	Phase I construction costs
Operations	\$0		
Total:	\$1,021,021	\$1,021,021	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	12/31/2023
<b>Expected Useful Life:</b>	20 Years



**San Francisco County Transportation Authority  
Prop L/Prop AA/Prop D TNC Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of costs</b>
1. SFMTA Sign Shop	\$ 560,000	55%
2. SFMTA Construction Management	\$ 61,021	6%
3. Vendor - Materials Procurement and Production	\$ 400,000	39%
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 1,021,021</b>	

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$0	<b>Total PROP L Recommended</b>	\$1,021,021
<b>Total PROP AA Requested:</b>	\$1,021,021	<b>Total PROP AA Recommended</b>	\$0

<b>SGA Project Number:</b>		<b>Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-201	\$331,021	\$300,000	\$200,000	\$190,000	\$1,021,021

### Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades, a list of locations by route at which the improvements were completed in the previous quarter, including the types of improvements at each location and 2 – 3 digital photos of work in progress or completed work, and specify the work planned by route for the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP L
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP L

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2023/24
<b>Project Name:</b>	Transit Stop Signage Enhancement Program - Phase 2
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$1,021,021
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Sandra Padilla	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	555-5555	555-5555
<b>Email:</b>	sandra.padilla@sfmta.com	joel.goldberg@sfmta.com

## PROJECTED TIMELINE FOR PHASE II IMPLEMENTATION

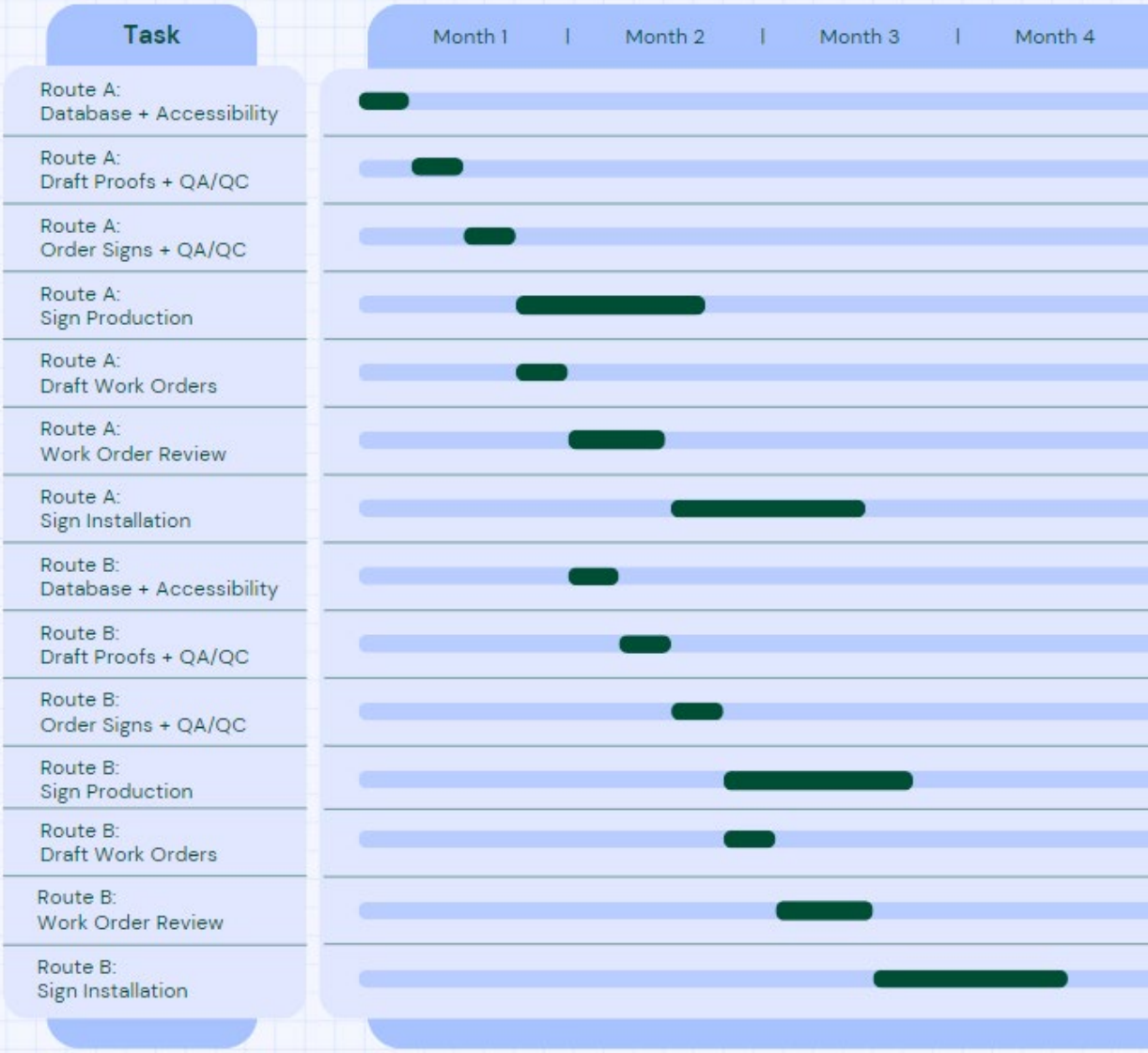
Phase 2 implementation will overlap with Phase 1 due to work being done on overlapping routes and priorities that arise due to cost and time efficiencies (e.g. producing signage for the L Taraval ahead of its reopening to avoid the need for extra staffing).

The process of sign production for one route takes roughly 1.5 months (excluding installation). There are approximately **34 additional routes** remaining for Phase II in the program that do not yet have updated signage. We are planning for installing **8-10 routes per year**. Additionally, time for each corridor is expected to shorten as the project progresses because of the overlap between routes and signage that will be produced (e.g. nearly all F line stops have already been produced as part of Market Street and L Taraval signage production).

After Phase 1 is completed, the remaining routes will be as follows:

- F Market & Wharves
- M Ocean View (rail and bus)
- J Church
- 2 Sutter
- 5 Fulton + 5R Fulton Rapid
- 6 Haight/Parnassus
- 7 Haight/Noriega
- 15 Bayview Hunters Point Express
- 18 46<sup>th</sup> Ave
- 21 Hayes
- 23 Monterey
- 27 Bryant
- 31 Balboa
- 33 Ashbury/18<sup>th</sup> St
- 35 Eureka
- 36 Teresita
- 37 Corbett
- 39 Coit
- 43 Masonic
- 45 Union/Stockton
- 48 Quintara/24<sup>th</sup> St
- 52 Excelsior
- 54 Felton
- 55 Dogpatch
- 56 Rutland
- 57 Parkmerced
- 58 Lake Merced
- 66 Quintara
- 67 Bernal Heights
- 90 San Bruno Owl
- 714 BART Early Bird

# Project Timeline: Landor Sign Program



## TRANSIT STOP SIGNAGE ENHANCEMENT PROGRAM (SFMTA-100) PHASE 1 ACCOMPLISHMENTS AND LESSONS LEARNED

### List of Completed and In-Progress Lines and Corridors for Phase 1

Through FY 2023-2024, we have completed the design of templates for all modes and completed the procurement and installation of signage on a number of routes as follows:

Route	Number of Signs	Signage Proofs	Signage Manufactured	Signage Installed
T Third (Bus and Rail)	144	Complete	Complete	Complete
K Ingleside (Bus and Rail) - Curbside	22	Complete	Complete	Complete
Market Street - Islands	35	Complete	Complete	Complete
25 Treasure Island	13	Complete	Complete	Complete
49 Van Ness-Mission	19	Complete	Complete	Complete
78X 16th St. Arena Express; 79 Van Ness Arena Express	15	Complete	Complete	Complete
K Ingleside (Bus and Rail) - Islands	21	Complete	Complete	In Progress
Market Street - Curbside	18	Complete	Complete	In Progress
1 California/1X California Express	102	Complete	Complete	In Progress
38 Geary/38R Geary Rapid	83	Complete	Complete	Not Yet Started
28 19th Ave/28R 19th Ave Rapid	66	Complete	Complete	Not Yet Started
14 Mission/14R Mission Rapid	80	Complete	In Progress	In Progress
L Taraval (Bus and Rail)	64	Complete	Not Yet Started	Not Yet Started
N Judah (Bus and Rail)	124	Complete	Not Yet Started	Not Yet Started
9 San Bruno/9R San Bruno Rapid	110	Complete	Not Yet Started	Not Yet Started

Signage for one-off stops is also being produced on an intermittent basis to address safety concerns, e.g. making it clear where riders should wait as a transit stop or making the stop more visible to operators at night.

### Projected Timeline for Remaining Phase 1 Work

Through the end of calendar year 2025, the priority corridors where signage will be installed include the completion of the corridors that are currently in progress but not yet completed. In addition, pending sign shop installation capacity, a number of other corridors not yet started

will be targeted. Signage priority is informed by ridership needs, SFMTA’s equity strategy, related capital projects (e.g. the opening of Central Subway), and safety concerns. To that end, the following are the highest priority routes:

<b>Route/Corridor</b>	<b>Estimated Completion</b>
Market Street – Curbside Stops	Spring 2024
K Ingleside – Island Stops	Spring 2024
1 California/1X California Express	Spring 2024
38 Geary/38R Geary Rapid	Summer 2024
28 19th Ave/28R 19th Ave Rapid	Summer 2024
L Taraval/Owl & L Taraval Bus	Fall 2024
9 San Bruno/9R San Bruno Rapid	Fall 2024
N Judah/Owl & N Judah Bus	Winter 2024
14 Mission/14R Mission Rapid	Winter 2024
8 Bayshore/8AX & BX Bayshore Express	Spring 2025
12 Folsom/Pacific	Spring 2025
22 Fillmore/Owl	Summer 2025
44 O’Shaughnessy	Summer 2025
19 Polk	Fall 2025
24 Divisadero/Owl	Fall 2025
30 Stockton	Fall 2025
91 Third St/19 <sup>th</sup> Ave Owl	Winter 2025
29 Sunset	Winter 2025

### **Lessons Learned for Phase 1**

After taking the signs from design to production to installation several times, we were able to pinpoint key bottlenecks in the process:

- The low availability of sign installer time for this project meant that installation progressed only when other projects did not place demands on installers. To address this issue, we have allocated funds from our current prop AA allocation to hire two sign installers who will be dedicated to the project. Currently we have just enough funding for two years of FTE for the sign installers and expect to fund their work in subsequent years with the phase II request.
- Determining accessibility level and details for each stop also adds significant time and coordination internally. Previously, we had been asking our colleagues in Accessible Services to provide us with accessibility information for each stop, but this was a long process and was only one of many competing priorities for their team. To address this, we asked Accessible Services to train our staff on determining the accessibility of stops. We are now doing this work ourselves and checking with our colleagues for accuracy.

We have also brought on consultants for a separate project, who are also assisting with accessibility audits.

- A final bottleneck was creating the work orders for where each individual sign must be installed to comply with service, engineering, and accessibility standards. To expedite this process, we wrote Python scripts to automate much of the work, saving an estimated four (4) hours per route work order.

Managing the physical materials themselves also resulted in a few lessons learned.

- The original material that we printed signs on ended up being too thin to withstand rough weather and vandalism. After installing T-Third signs in January of 2023, many were ripped from their poles by a windstorm. We are now producing signs on a thicker, more durable metal, which has stood up to recent rough weather. This means we will have to replace or repair far fewer signs going forward. T-Third signs previously installed have now mostly been replaced with ones that are printed on the durable material.

Finding a home for the physical materials for the project (poles, bases, lanterns, etc.) was also difficult. Many materials were spread across many of SFMTA's lots, with various teams taking varying degrees of ownership of them. Now, the project team audited all existing materials and coordinated with our sign shop and track maintenance teams to move materials into secure, consolidated lots.

### **Coordination with prop L Flag Stop Project**

The flag stop project funded by prop L works to daylight Muni transit stops throughout San Francisco for more accessible, visible, and comfortable bus stops. While the project overlaps with the Muni Transit Stop Signage Enhancement Program in its focus on stops, our program has found that tackling entire routes at once is the most cost, time, and labor-efficient approach to bringing new signage to the Muni transit system. However, we are currently exploring work order coordination with the flag stop project team as we submit work orders for signage installation. As part of our due diligence for new stop signage installation, we assess current conditions to ensure that installation work orders bring stops to full standard in terms of markings and documentation of amenities.





# Memorandum

## AGENDA ITEM 5

**DATE:** April 18, 2024

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 5/14/2024 Board Meeting: Approve Programming Priorities for Up to \$5,342,905 in San Francisco’s Estimated Fiscal Year 2024/25 State Transit Assistance County Block Grant Funds

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve programming priorities for up to \$5,342,905 in San Francisco’s Estimated Fiscal Year (FY) 2024/25 State Transit Assistance (STA) County Block Grant funds in the following priority order:</p> <ol style="list-style-type: none"> <li>1. \$3,300,000 for the San Francisco Municipal Transportation Agency’s (SFMTA) Paratransit program</li> <li>2. Up to \$356,901 for the BART’s Elevator Attendant Program through the San Francisco Lifeline Transportation Program (SF LTP) Cycle 4</li> <li>3. Up to \$1,686,004 for the San Francisco Bay Area Water Emergency Transportation Authority’s (WETA) Treasure Island Electric Ferry Service through the SF LTP Cycle 4</li> </ol> <p><b>SUMMARY</b></p> <p>The Metropolitan Transportation Commission (MTC) estimates that San Francisco will receive up to \$5,342,905 in STA County Block Grant funds that can be invested in paratransit and other transit operating and capital needs, including providing lifeline transit services. The Transportation Authority programs these funds in our capacity as the Congestion Management Agency (CMA). MTC has advised us to program 95% of expected revenues, with consideration for programming up to 100% should revenues meet full projections given volatility of this revenue source. Consistent with past programming cycles, we recommend as first priority programming \$3,300,000 to SFMTA’s Paratransit program to complement Prop L funds and support this critical program for</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/ Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/ Delivery</li> <li><input type="checkbox"/> Budget/ Finance</li> <li><input type="checkbox"/> Contract/ Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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seniors and persons with disabilities.

We prioritized the remaining STA funds through the SF LTP, which supports projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes. We recommend up to \$356,901 for BART's Elevator Attendant Program in FYs 2023/24 and 2024/25. BART and SFMTA equally share the program cost. BART has requested funds to help cover a 7.8% (\$526,086) cost increase due to higher than anticipated personnel and non-personnel expenditures. FY 2023/24 STA revenues are coming in above projected 95% levels, which has already helped reduce the FY 2024/25 STA funds needed to cover the cost increase. We also recommend programming up to \$1,686,004 (at 100% of revenue projection) as 'seed funding' toward the first year of operations for WETA's Treasure Island Electric Ferry Service. This project will benefit the Equity Priority Community of Treasure Island, reducing point source emissions in the area and providing another mobility option. We are working with the WETA and the Treasure Island Development Authority to identify funding for the \$1.8 million gap after accounting for estimated fare revenue. Table 2 below summarizes the staff recommendation. The attachments include additional project detail.

## **BACKGROUND**

STA revenues come from the state sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of capital and operating purposes. It is also a volatile source of funding given the fluctuations in the price of diesel fuel. In FY 2018/19, MTC began distributing a majority of the region's STA population-based funds to CMAs through a transit-focused STA County Block Grant program. The program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the percentage that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 15 of each year, CMAs submit the proposed programming for STA population-based funds.

In addition to supporting SFMTA's Paratransit program through the half-cent transportation sales tax, since FY 2018/19 we have been programming STA funds to SFMTA for Paratransit in line with the amount that SFMTA would have received under



the prior regional program. For the remaining STA funds available to San Francisco on an annual basis, the Board has approved an SF LTP program of projects that address transportation needs of low-income populations. Table 1 shows projects previously funded through the STA County Block Grant Program.

<b>Table 1. San Francisco STA County Block Grant Program Fiscal Years 2018/19 - FY 2023/24</b>		
<b>Fiscal Year(s)</b>	<b>Project (Sponsor)</b>	<b>Total Amount (Actuals)</b>
FYs 2018/19 and 2019/20	Elevator Attendant Program (BART)	\$2,600,000
	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$396,300
	Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
	Paratransit (SFMTA)	\$3,141,610
FY 2020/21	Paratransit (SFMTA)	\$3,157,152
FY 2021/22 <sup>1</sup>	Paratransit (SFMTA)	\$3,012,914
	Elevator Attendant Program (BART)	\$1,035,626
FY 2023/24	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$2,227,224 thru April 2024 <i>(Approved up to \$2,340,041)<sup>2</sup></i>
	<b>Total</b>	<b>\$20,480,526</b>

<sup>1</sup> MTC redirected STA County Block Grant funds in FY 2022/23 to other priorities related to assisting transit operators with recovery from the COVID pandemic (MTC Resolution 4481, October 2021).

<sup>2</sup>In May 2023, the Board programmed up to \$2,340,041 (at 100% of revenue projected) in SF LTP funds for BART's Elevator Attendant Program to cover two years of program costs over FY 2023/24 and FY 2024/25. As of April 2024, BART has received \$2,227,224.



**DISCUSSION**

**Funds Available.** Each year, MTC provides us with a projection of San Francisco’s share of STA County Block Grant program revenues for the next funding cycle as well as an updated estimate for the current fiscal year, which may be higher or lower when confirmed at the end of each fiscal year following the State’s reconciliation of revenues generated.

In FY 2024/25, MTC estimates that San Francisco will receive \$5,342,905 in STA revenues, which is about 5% lower than the previous fiscal year’s estimate.

**Recommendation.** Table 2 below shows our staff recommendation for programming FY 2024/25 STA block grant funds.

<b>Table 2.</b>	
<b>Recommended Fiscal Year 2024/25 STA Block Grant Programming<sup>1</sup></b>	
<b>List in Priority Order (Sponsor)</b>	
1. Paratransit Program (SFMTA)	\$3,300,000
2. Elevator Attendant Program (BART)	Up \$356,901 <sup>2</sup>
3. Treasure Island Electric Ferry Service (WETA)	\$1,418,859 up to \$1,686,004 <sup>3</sup>
Total	\$5,075,760 up to \$5,342,905
<b>Programming at 95% of estimate</b>	<b>\$ 5,075,760</b>
<b>Total funds at 100% estimate</b>	<b>\$5,342,905</b>

<sup>1</sup>Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs prioritize programming 95% of their county’s estimated STA amount and may identify programming for up to 100% should revenues reach that level.

<sup>2</sup>In May 2023, the Transportation Authority Board programmed up to \$2,340,041 in SF LTP Cycle 3 funds for BART’s Elevator Attendant Program. As of April 2024, MTC has allocated \$2,227,224 to the project. If additional Cycle 3 funds become available, this would reduce the need for Cycle 4 funds by a dollar-for-dollar amount.

<sup>3</sup>The amount available for this project depends on the actual STA revenues received and whether the BART project receives additional FY 23/24 STA revenues. See footnote 2.

Additional detail for each of the recommended projects is provided in the sections below.



**SFMTA's Paratransit Program (\$3,300,000).** As detailed in Attachment 1, the recommended STA funds would support SFMTA's Paratransit program, which provides transit services for seniors and persons with disabilities and includes the Essential Trip Card, a program that launched at the onset of the COVID-19 pandemic to help older adults and people with disabilities pay for essential trips in taxis. The recommended funding amount is equal to the amount provided in the previous programming cycle. The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms of public transportation.

**BART's Elevator Attendant Program (up to \$356,901).** This program provides elevator attendants from the non-profit Urban Alchemy to monitor each elevator at the four downtown BART and SFMTA shared stations: Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero. The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems, and discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs. The program also supports economic recovery for downtown San Francisco and encourages people to take transit. BART and SFMTA contribute equally to the cost of the program. We have funded this program with SF LTP since 2019.

In May 2023, the Board approved programming of up to \$2,340,041 in SF LTP Cycle 3 funds to BART for two years of Elevator Attendant Program costs in FYs 2023/24 and 2024/25. Through April 2024, MTC has allocated \$2,227,224 to BART or \$169,185 over the 95% of projected STA revenues in SF LTP Cycle 3 funds. The elevator attendant program has a 7.8% cost increase of \$526,086. Since FY 23/24 STA revenues have come in over the 95% level, BART has already applied those funds toward the cost increase and is requesting \$356,901 in FY 2024/25 funds to close the gap. BART attributes the cost increase to higher than anticipated costs for elevator attendant salaries, fringe benefits, program administration, and non-personnel items such as uniforms. BART has put in place additional project control measures (described in a letter from BART appended to Attachment 2) to more closely monitor contract expenditures and will provide more detailed expenditure information to the Transportation Authority on a quarterly basis.

It's possible that additional Cycle 3 funds will become available to the project (i.e. up to 100% of revenue estimate), which would reduce the need for Cycle 4 funds by a dollar-for-dollar amount (up to \$112,817). We won't know the final amount of FY



2023/24 STA revenues until fall 2024 which is why we are recommending 'up to \$356,901'.

**WETA's Treasure Island Electric Ferry Service (\$1,418,859 - up to \$1,686,004).**

Recommended funds would contribute to the first 12 months of operations of electrified ferry service on the route between Treasure Island and the Ferry Building. WETA would operate the service using one electric vessel (149 passenger capacity), replacing the current diesel-powered service operated by the private developer. We are recommending \$1,418,859, up to \$1,686,004 if STA revenues come in high enough, as 'seed' money toward public ferry operations since fully electric service will benefit the Equity Priority Community of Treasure Island by reducing point source emissions in the area. Ferry service to Treasure Island also will support the expected increase in population from 2,000 residents to more than 20,000 new residents in 8,000 new homes, 27% of which will be affordable, by 2042. The service will also connect people to existing and planned open space, hotels, restaurants, shops, and entertainment venues.

The recommended STA funds represent about half of the 12-month operating budget of \$3,775,833. WETA estimates fares will generate \$521,850, leaving a gap of \$1,835,125. In our role as TIMMA, we are working to support WETA's efforts to identify and secure potential funding sources to close the gap. Electrified ferry service is expected to begin in 2026 to meet a California Air Resources Board (CARB) requirement that ferry routes under three nautical miles be zero-emission. Future years of ferry service are planned to be funded by a combination of fare revenues, an Operating Subsidy funded by the Treasure Island private developer, federal/state/regional funding, and revenues from the congestion management system once the program is adopted.

Ferry service has been a central component of improved transit access to the island since the 2011 Treasure Island Transportation Implementation Plan, which included extensive outreach.

**Next Steps.** Following Board approval of this item, we will provide the Board resolution to MTC. We anticipate returning to the Board in Spring 2025 to program the FY 2025/26 STA revenues.

**FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.



## **CAC POSITION**

The CAC will consider this item at its April 24, 2024 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1: FY 2024/25 STA Block Grant Program Recommendation - SFMTA's Paratransit Program
- Attachment 2: FY 2024/25 San Francisco LTP Project Recommendation - BART's Elevator Attendant Program
- Attachment 3: FY 2024/25 San Francisco LTP Project Recommendation - WETA's Treasure Island Electric Ferry Service



## **Attachment 1.**

### **Fiscal Year 2024/25 State Transit Assistance County Block Grant Program Programming Recommendation**

## **Paratransit**

**Sponsor:** San Francisco Municipal Transportation Agency (SFMTA)

**Recommended State Transit Assistance County Block Grant Programming:** \$3,300,000

**Recommended Phase:** Operations

**Districts:** City-wide

### **SCOPE**

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023.

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev itself operates the SF Access service and a portion of the group van services. All other transportation services for which the broker is responsible are procured via contracts with other providers. In addition, the broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to the COVID-19 pandemic and reduced Muni service and will continue through FY 2024/25.

The ETC program is a taxi service available to all seniors and individuals with disabilities who need to complete essential trips. SFMTA will be transitioning this service into a permanent program and still needs to identify long term funding. The Mobility Management staff at SF





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**Attachment 1.**

Fiscal Year 2024/25 State Transit Assistance County Block Grant Program  
Programming Recommendation  
Paratransit

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Paratransit administers this program, including enrollment and handling inquiries from the public, along with other outreach duties.

Key performance trends for the Paratransit program are shown in the table below:

PARATRANSIT PERFORMANCE INDICATORS	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 (THRU JANUARY 2024)
<b>Total Passenger Trips Provided</b>	720,807	592,207	387,136	488,085	519,626	315,342
<b>ETC Trips Provided</b>	N/A	3,963	63,729	83,939	82,999	51,395
<b>On-time Percentage: Group Van &amp; Access Van</b>	83.07%	90.85%	99.32%	94.64%	93.99%	96.91%
<b>On-time Percentage: Taxi</b>	96.16%	95.53%	95.80%	92.79%	94.35%	97.21%
<b>Complaints</b>	739	517	217	249	208	103
<b>Cost per Passenger Trip</b>	\$39.01	\$44.87	\$57.56	\$53.17	\$54.79	\$53.10

Paratransit Draft Funding & Budget Changes - FY2024/25

Funding Plan	Approved		Proposed		Increase (Decrease)	% Change
	FY2023/24 Budget	% of Contract Budget	FY2024/25 Budget	% of Contract Budget		
<b>Revenues/Recovery</b>						
<b><u>Paratransit (including Essential Trip Card Program, Shop-a-Round and Van Gogh Shuttles, and Ramp Taxi Incentives program)</u></b>						
Federal Transit Agency 5307	\$ 5,585,157	16.5%	\$ 5,752,712	16.6%	\$ 167,555	3%
Prop K/L*	\$ 14,039,647	41.4%	\$ 13,506,000	38.9%	\$ (533,647)	-4%
BART ADA Contribution	\$ 2,134,502	6.3%	\$ 2,198,000	6.3%	\$ 63,498	3%
State Transit Assistance (STA) - Paratransit **	\$ 3,300,000	9.7%	\$ 3,300,000	9.5%	\$ -	0%
SFMTA Operating Budget	\$ 8,333,720	24.6%	\$ 9,436,445	27.2%	\$ 1,102,725	13%
Department of Disabled and Aging Recovery	\$ 500,000	1.5%	\$ 550,000	1.6%	\$ 50,000	10%
<b>Paratransit subtotal</b>	<b>\$ 33,893,026</b>	<b>100.0%</b>	<b>\$ 34,743,157</b>	<b>100.0%</b>	<b>\$ 850,131</b>	<b>3%</b>

Major Line Item Budget	Approved		Proposed		Increase (Decrease)
	FY2023/24 Budget	% of Contract Budget	FY2024/25 Budget	% of Contract Budget	
<b><u>Apportionment</u></b>					
Paratransit Broker	\$ 33,893,026	100%	\$ 34,743,157	100%	\$ 850,131
Muni Paratransit Staff ***	\$ 410,363	1%	\$ 422,674	1%	\$ 12,311
<b>Total</b>	<b>\$ 34,303,389</b>	<b>101%</b>	<b>\$ 35,165,831</b>	<b>101%</b>	<b>\$ 862,442</b>

\*FY 2024/25 is the amount available for allocation in the Prop L Strategic Plan Baseline.

\*\*FY 2024/25 STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of the fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in SF's STA funds for FY 2024/25, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan accordingly.

\*\*\* Not funded by Prop K or Prop L

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**Key Paratransit Performance Trends FY 2019-2024**

YTD  
(January 2024)

<b>Paratransit Performance Indicators</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>
Total Passenger Trips Provided	720,807	592,207	387,136	488,085	519,626	315,342
ETC Trips		3,963	63,729	83,939	82,999	51,395
On-time Percentage						
(Group Van & Access Van)	83.07%	90.85%	99.32%	94.64%	93.99%	96.91%
Taxi	96.16%	95.53%	95.80%	92.79%	94.35%	97.21%
Complaints	739	517	217	249	208	103
Cost per Passenger Trip	\$39.01	\$44.87	\$57.56	\$53.17	\$54.79	\$53.10



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

## **Attachment 2.**

### **Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4 Programming Recommendation**

## **Elevator Attendant Program**

**Sponsor:** Bay Area Rapid Transit (BART), with San Francisco Municipal Transportation Agency (SFMTA)

**Recommended SF LTP Cycle 4 Programming:** up to \$356,901

**Recommended Phase:** Operations

**Districts:** 3, 5, 6

### **SCOPE**

This request for funding would supplement SF LTP funds programmed by the Board in May 2023 for two fiscal years (FY23-24 and FY24-25) of operations of the Elevator Attendant program at all four downtown BART and Muni stations to cover unforeseen cost increases.

BART, the SFMTA and the non-profit Urban Alchemy will continue elevator attendant services during the 21-hour period that the Powell Street, Civic Center/UN Plaza, Montgomery Street, and Embarcadero stations are open to the public. The 21-hour day is broken up into three seven-hour shifts with eight to ten attendants on duty at a time. Attendants fill three shifts per day, with two attendants at each station, one attendant assigned to roam between two stations, and supervisors that assist with breaks. The attendants oversee the operation and cleanliness of each elevator within the stations, providing clean and functioning elevators for BART and SFMTA customers, particularly disabled passengers, seniors, and families with strollers who cannot use the stairs within the station. The transit four stations are located in Equity Priority Communities.

The initial 6-month Elevator Attendant pilot program began in April 2018. It was extended by BART and SFMTA with the help of \$2.6 million in SF LTP Cycle 1 funds programmed by the Transportation Authority Board in April 2019 through the State Transit Assistance Block Grant. In June 2022, the Board approved \$1,035,626 in SF LTP Cycle 2 funds to help fund the project through June 2023. In May 2023, the Board approved up to \$2,340,041 in SF LTP Cycle 3 funds to fund the project for Fiscal Years 2023/24 and 2024/25. The final amount determined by program revenues was \$2,227,224. Since 2019, BART and SFMTA have had an agreement to administer the Program, whereby BART manages the service provider and tracks program data, invoices, and payments. Currently, BART and SFMTA are negotiating a new cost sharing agreement, expected to be executed by summer 2024.

Pre-pandemic, approximately 160,000 customers used the elevators at the four downtown stations each month. Post-pandemic, an average of 36,000 customers have used the



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Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4

**Programming Recommendation**

Elevator Attendant Program

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elevators each month (FY 2021/22 data). BART expects ridership of 40,000 customers per station per month and that 1,920,000 customers will benefit from the Program annually.

The goals of the Elevator Attendant Program are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART and SFMTA customers.

The following are objectives related to the project goals:

- Objective 1: Provide elevator service to transit customers
- Objective 2: Improve cleanliness at Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero stations
- Objective 3: Reduce elevator down time at the downtown San Francisco stations

See the attached SF LTP Cycle 4 application for additional details on the Elevator Attendant Program.

## REPORTING AND PERFORMANCE METRICS

As a condition of receiving the SF LTP funds:

- The funds must be spent in the fiscal year of allocation; and
- BART will be required to provide quarterly progress reports to the Transportation Authority. In these reports, BART will provide quarterly program expenditure information and will report on the effectiveness of the project with the following performance metrics:

PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY	GOAL
<b>Users Served</b>	Number of users of elevators at each station, including number of disabled users, users with strollers, luggage, bicycles, and carts.	Monthly	Increase or maintain access to users, particularly disabled users
<b>Biowaste Incidents</b>	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator	Monthly	Reduce biowaste incidents
<b>Passenger Cleanliness Rating</b>	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings



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Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4

**Programming Recommendation**

Elevator Attendant Program

PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY	GOAL
<b>Elevator Availability</b>	Percent of the time station elevators are available for patron use during service periods	Quarterly	Increase elevator availability

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Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4

**Programming Recommendation**

Elevator Attendant Program

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**COST (SEE DETAILS BELOW)**

	<b>ORIGINAL TOTAL COST FY 2023/24 FY 2024/25</b>	<b>UPDATED TOTAL COST FY 2023/24 FY 2024/25</b>	<b>INCREASE</b>	
Attendant Costs (52 weeks per year, 7 days per week, 21 hours per day)	\$4,535,728	\$4,567,380	\$31,653	0.7%
Program Oversight, Weekly Reporting, Workforce Development, Other Grant Activities	\$1,329,868	\$1,572,782	\$242,914	18.3%
Non-Personnel/Variable Costs (e.g. phones, uniforms)	\$19,200	\$73,280	\$54,080	281.7%
Indirect Costs (Admin and Overhead)	\$900,476	\$1,097,915	\$197,439	21.9%
<b>Total Cost</b>	<b>\$6,785,272</b>	<b>\$7,311,358</b>	<b>\$526,086</b>	<b>7.8%</b>

**FUNDING PLAN**

<b>SOURCE</b>	<b>STATUS</b>	<b>TOTAL FUNDING FY 2023/24 - FY 2024/25</b>	<b>% OF COST BY FUND SOURCE</b>
SF LTP Cycle 4	Planned	\$356,901	5%
SF LTP Cycle 3	Allocated	\$2,227,224*	30%
BART Operating Funds	Planned	\$2,363,617	32%
SFMTA Operating Funds	Planned	\$2,363,617	32%
<b>Total Funding</b>		<b>\$7,311,359</b>	

\*The Transportation Authority Board programmed up to \$2,340,041 in SF LTP Cycle 3 funds in May 2023 (MTC has allocated \$2,227,224 to date). If additional Cycle 3 funds become available to the project, this would reduce the need for Cycle 4 funds by a dollar-for-dollar amount.

Original Elevator Attendant Budget - July 1, 2023 Through June 30, 2025								
Station	Participants/ Staff	\$/Hr	Hours/ Day	Days	Units	Year 1 FY23-24	Year 2 FY24-25	Total
<b>A. Direct Program Personnel</b>								
<b>12 Months @ Powell St</b>								
Worker Participants	7.50	\$ 21.00	7.00	365		\$ 402,413	\$ 402,413	\$ 804,826
Fringe Benefits (38%)						\$ 152,917	\$ 152,917	\$ 305,834
<b>12 Months @ Civic Center Station</b>								
Worker Participants	7.50	\$ 21.00	7.00	365		\$ 402,413	\$ 402,413	\$ 804,826
Fringe Benefits (38%)						\$ 152,917	\$ 152,917	\$ 305,834
<b>12 Months @ Montgomery Station</b>								
Worker Participants	7.50	\$ 21.00	7.00	365		\$ 402,413	\$ 402,413	\$ 804,826
Fringe Benefits (38%)						\$ 152,917	\$ 152,917	\$ 305,834
<b>12 Months @ Embarcadero Station</b>								
Worker Participants	7.50	\$ 21.00	7.00	365		\$ 402,413	\$ 402,413	\$ 804,826
Fringe Benefits (38%)						\$ 152,917	\$ 152,917	\$ 305,834
Total Salary						\$ 1,609,650	\$ 1,609,650	\$ 3,219,302
Fringe Benefits (38%)						\$ 611,667	\$ 611,667	\$ 1,223,335
Stand-In for Absence due						\$ 46,547	\$ 46,547	\$ 93,094
<b>Direct Program Personnel Total</b>						<b>\$ 2,267,864</b>	<b>\$ 2,267,864</b>	<b>\$ 4,535,727</b>
<b>B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities</b>								
Executive Director		\$ 72.00	1.25	260		\$ -	\$ -	\$ -
Program Director	1	\$ 36.00	8.00	260		\$ 74,880	\$ 74,880	\$ 149,760
Deputy Director	1	\$ 30.00	8.00	260		\$ 62,400	\$ 62,400	\$ 124,800
Site Supervisors	6	\$ 26.00	8.00	260		\$ 324,480	\$ 324,480	\$ 648,960
Total Salary						\$ 461,760	\$ 461,760	\$ 923,520
Fringe Benefits					44%	\$ 203,174	\$ 203,174	\$ 406,349
<b>Program Oversight Total</b>						<b>\$ 664,934</b>	<b>\$ 664,934</b>	<b>\$ 1,329,868</b>
<b>Personnel Total</b>	<b>38.00</b>					<b>\$ 2,932,798</b>	<b>\$ 2,932,798</b>	<b>\$ 5,865,595</b>
<b>C. Non-Personnel / Variable Costs</b>								
Phones	1				\$ 2,000	\$ 2,000	\$ 2,000	\$ 4,000
Uniforms	38				\$ 200	\$ 7,600	\$ 7,600	\$ 15,200
								\$ -
<b>Non-Personnel Total</b>						<b>\$ 9,600</b>	<b>\$ 9,600</b>	<b>\$ 19,200</b>
<b>TOTAL DIRECT COSTS:</b>						<b>\$ 2,942,398</b>	<b>\$ 2,942,398</b>	<b>\$ 5,884,795</b>
<b>D. Indirect Costs</b>								
Administrative & Overhead (13%)					13%	\$ 450,238	\$ 450,238	\$ 900,476
<b>Total Costs</b>						<b>\$ 3,392,636</b>	<b>\$ 3,392,636</b>	<b>\$ 6,785,272</b>



Updated Year 1 FY23/24 Elevator Attendant Budget (03.28.24)						
	Particip ants/ Staff	\$/Hr	Hours/ Day	Annual Full Time Salary (for 1.00 FTE)	% FTE funded	Year 1 FY23-24
<b>12 Months @ Powell St</b>						
Practitioners at Powell St.	9	\$19.00	8.00	\$ 39,520	100%	\$ 355,680
Fringe Benefits (56.4%)						\$ 200,604
<b>12 Months @ Civic Center Station</b>						
Practitioners at Civic Center	9	\$19.00	8.00	\$ 39,520	100%	\$ 355,680
Fringe Benefits (56.4%)						\$ 200,604
<b>12 Months @ Montgomery Station</b>						
Practitioners at Montgomery	9	\$19.00	8.00	\$ 39,520	100%	\$ 355,680
Fringe Benefits (56.4%)						\$ 200,604
<b>12 Months @ Embarcadero Station</b>						
Practitioners at Embarcadero	9	\$19.00	8.00	\$ 39,520	100%	\$ 355,680
Fringe Benefits (56.4%)						\$ 200,604
Total Salary						\$ 1,422,720
Fringe Benefits (56.4%)						\$ 802,414
<b>Direct Program Personnel Total</b>						<b>\$ 2,225,134</b>
<b>B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities</b>						
Department Director	1	\$34.00	8.00	\$ 70,720	100%	\$ 70,720
Deputy Director	1	\$31.25	8.00	\$ 65,000	100%	\$ 65,000
Supervisor	6	\$26.00	8.00	\$ 54,080	100%	\$ 324,480
Bay Area Operations Director	1	\$57.69	8.00	\$ 119,995	18%	\$ 21,599
Deputy Operations Manager	1	\$36.00	8.00	\$ 74,880	10%	\$ 7,488
Analyst	1	\$24.00	8.00	\$ 49,920	50%	\$ 24,960
<b>Total Salary</b>						\$ 514,247
<b>Fringe Benefits</b>	56.4%					\$ 290,035
<b>Program Oversight Total</b>						<b>\$ 804,283</b>
<b>Personnel Total</b>	<b>47.00</b>					<b>\$ 3,029,417</b>
Materials & Supplies (gloves, masks, others)						\$ 8,000
Technology (tablets, data collection)						\$ 8,000
Uniforms (\$100/each; 100 Total)						\$ 10,000
Communications Radios (\$360/each)					24	\$ 8,640
<b>Non-Personnel Total</b>						<b>\$ 34,640</b>
<b>TOTAL DIRECT COSTS:</b>						<b>\$ 3,064,057</b>
<b>D. Indirect Costs</b>						
Administrative & Overhead @ 17.67%						\$ 541,419
<b>Total Costs</b>						<b>\$ 3,605,476</b>

**Updated Year 2 FY24/25 Elevator Attendant Budget (03.28.24)**

	Particip ants/ Staff	\$/Hr	Hours/ Day	Annual Full Time Salary (for 1.00 FTE)	% FTE funded	Year 2 FY24-25
<b>12 Months @ Powell St</b>						
Practicioners at Powell St.	9	\$20.00	8.00	\$ 41,600	100%	\$ 374,400
Fringe Benefits (56.4%)						\$ 211,162
<b>12 Months @ Civic Center Station</b>						
Practicioners at Civic Center	9	\$20.00	8.00	\$ 41,600	100%	\$ 374,400
Fringe Benefits (56.4%)						\$ 211,162
<b>12 Months @ Montgomery Station</b>						
Practicioners at Montgomery	9	\$20.00	8.00	\$ 41,600	100%	\$ 374,400
Fringe Benefits (56.4%)						\$ 211,162
<b>12 Months @ Embarcadero Station</b>						
Practicioners at Embarcadero	9	\$20.00	8.00	\$ 41,600	100%	\$ 374,400
Fringe Benefits (56.4%)						\$ 211,162
Total Salary						\$ 1,497,600
Fringe Benefits (56.4%)						\$ 844,646
<b>Direct Program Personnel Total</b>						<b>\$ 2,342,246</b>
<b>B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities</b>						
Department Director	1	\$34.00	8.00	\$ 70,720	50%	\$ 35,360
Deputy Director	1	\$31.25	8.00	\$ 65,000	100%	\$ 65,000
Supervisor	6	\$27.00	8.00	\$ 56,160	100%	\$ 336,960
Bay Area Operations Director	1	\$57.69	8.00	\$ 120,000	18%	\$ 21,600
Deputy Operations Manager	1	\$36.00	8.00	\$ 74,880	10%	\$ 7,488
Analyst	1	\$24.00	8.00	\$ 49,920	50%	\$ 24,960
<b>Total Salary</b>						\$ 491,368
<b>Fringe Benefits</b>	56.4%					\$ 277,132
						<b>\$ 768,500</b>
<b>Personnel Total</b>	<b>47.00</b>					<b>\$ 3,110,746</b>
<b>Materials &amp; Supplies (gloves, masks, others)</b>						
Materials & Supplies (gloves, masks, others)						\$ 12,000
Technology (tablets, data collection)						\$ 8,000
Uniforms (\$100/each; 100 Total)						\$ 10,000
Communications Radios (\$360/each)					24	\$ 8,640
<b>Non-Personnel Total</b>						<b>\$ 38,640</b>
<b>TOTAL DIRECT COSTS:</b>						<b>\$ 3,149,386</b>
<b>D. Indirect Costs</b>						
Administrative & Overhead @ 17.67%						\$ 556,496
<b>Total Costs</b>						<b>\$ 3,705,882</b>



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 2150 Webster Street, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

2024

April 11, 2024

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RE: Cost Estimate Modification for Elevator Attendant Program, FY23-24 and FY24-25 and Request for State Transit Assistance County Block Grant funds

Dear Anna,

The San Francisco Bay Area Rapid District (BART) presents updated cost estimates for the Elevator Attendant Program and requests to be considered for additional State Transit Assistance funding, administered by the San Francisco Transportation Authority (SFCTA) through the Lifeline Transportation Program (LTP). Additional funding will enable BART, in partnership with San Francisco Municipal Transportation Agency (SFMTA) to continue providing Elevator Attendant Program services at downtown San Francisco stations, including Embarcadero, Montgomery Street, Powell Street, and Civic Center/UN Plaza.

### Background

The Elevator Attendant Program (the Program) helps to improve safety, mobility, and accessibility for customers who rely on elevators to access downtown San Francisco stations shared between BART and SFMTA. The Program was launched as a 6-month pilot in April of 2018 at the Powell Street and Civic Center/UN Plaza stations, and it was expanded in November of 2019 to Embarcadero and Montgomery Street stations. The Program is coordinated in partnership with SFMTA. Since 2019, BART and SFMTA have had an agreement to administer the Program. The agreement identifies BART as the Program's administrator, managing service provision, tracking program outcomes, and coordinating data management, invoices, and payments. Currently, BART and SFMTA are finalizing details to extend the current agreement. The new agreement between BART and SFMTA will cover the program from the date of execution and forward for three years, with an option for a two-year extension. In the interim, BART has submitted to SFMTA Program details and costs through an existing Joint Maintenance Agreement (JMA) that includes projects and services at the shared downtown stations.

Pre-pandemic, approximately 160,000 customers used the elevators at the four downtown stations each month. In FY19-20, the Program provided services through the COVID-19 pandemic, and in FY20-21, the Program began to serve an average of 36,000 customers per station per month. Usage for FY21-22 slightly increased. Then, in FY22-23, BART saw a 33% increase in ridership, reflected in a greater number of Elevator Attendant Program users: an average of 89,362 users per station each month that year.

BART contracts Urban Alchemy (UA), a community-based organization and social enterprise, to manage and operate the Elevator Attendant Program. The Program addresses sanitation, safety, and security concerns inside each elevator. The Program provides services while trains are in service and stations are open to ensure all customers in need of an elevator can benefit. Each station has two elevators, and each elevator has one to two attendants for each shift. Attendants staff the elevators during the 21-hour period when

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stations are open to the public. The 21-hour period is broken up into three seven-hour shifts. Each shift is also staffed with one floater and multiple supervisors to ensure the service is not interrupted during breaks and emergencies. The Program's services are important for people with disabilities, seniors, families with strollers, and tourists who cannot use the stairs or escalators within the station. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and intervene, when appropriate, to deter inappropriate behavior.

The Program addresses the needs of BART and SFMTA's customers and of downtown community members living near the stations. The attendants help to ensure elevators at the four stations consistently remain safe, clean, and in working order. Additionally, improved cleanliness of the elevators has helped to reduce elevator downtime. Customers, including those who arrive by paratransit and need to use the elevator to access fixed route transit service, now have more reliable elevator service to get to and from the platform. Thus, the Program enhances access for people with disabilities and paratransit riders.

The Program also supports the economic recovery for downtown San Francisco, improving the overall experience of public transit for all customers who are served. Tourists, visitors, people with disabilities, families with small children, older adults, and people with limited mobility benefit from having clean, safe, and reliable elevator services when traveling to or from downtown stations. Tourists visiting from out-of-state or out-of-the country, arriving to the Bay Area through the San Francisco International Airport (SFO) or the Oakland International Airport (OAK), can easily travel with luggage to reach destinations downtown. According to the San Francisco Travel Association's Visitor Impact Results for 2023, San Francisco "attracted 23.1 million visitors who spent \$8.8 billion in 2023", showing a 5.2% year-over-year increase. For 2024, San Francisco Travel forecasts growth in visitor spending driven primarily by increased leisure and business travel – visitor volume is expected to reach 23.7 million.

### **Program Management and Cost**

BART and SFMTA jointly fund operation of the Program with operating and grant funds. Since the Program's inception, the San Francisco LTP has been a primary and only source of grant funding, supporting up to ~30% percent of annual costs. SFCTA has been programming these LTP funds in its capacity as the Congestion Management Agency for San Francisco. In 2019, through the SF LTP, Cycle 1, SFCTA programmed \$2.6 million for Program services in FY19-20 and FY20-21. In June 2022, SFCTA programmed approximately \$1 million in SF LTP, Cycle 2, funds for Program services in FY22-23. Most recently, in May of 2023, SFCTA programmed up to \$2,340,041 of SF LTP, Cycle 3 funds, to support Program services in FY23-24 and FY24-25.

### **Cost Modification**

The Program has experienced a cost increase in FY23-24 and FY24-25 due to multiple factors, including increased fringe benefits costs and additional staffing needs:

- Fringe rate: previously submitted cost estimates for the program included a 38% fringe rate for Elevator Attendants/Worker Participants and a 44% fringe rate for Program oversight staff, including site supervisors and directors. The updated cost estimate includes a 56.4% fringe rate. This rate variance is based on increased costs for fringe benefits for the provider of services, UA. Fringe benefits provided by UA to staff include medical benefits, sick leave, holidays, and contributions to retirement saving plans. The current Fringe includes taxes (9.2%), health and welfare (18.5%), other benefits including retirement, phone, and direct fees (2%), Workers Compensation (17.2%), and All Leave, Holiday, PTO, Training (9.62%). The increase in Fringe Rate represents a sharp increase in Workers Compensation rates and Health and Welfare cost increases. Market rate costs for these benefits have increased due to inflation for these services.
- Additional staff: between FY21-22 and FY22-23, UA leadership obtained additional knowledge of the needs of Elevator Attendants/Worker Participant at the downtown San Francisco stations. UA leadership recognized Attendants needed additional support to address the wide-ranging situations they face managing each elevator increasing the number of overall attendants from 30 to 36. Additionally, UA leadership acknowledged a greater need for management to oversee, train, and support Site Supervisors and to coordinate, develop, and present quarterly and annual reports to funding partners. Consequently, UA leadership expanded to include three additional roles, Bay Area Operations Director, Deputy

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Operations Manager, and Data Analyst. These roles are partially attributed to/funded by the Elevator Attendant program at 18%, 10%, and 50%, respectively.

In FY23-24, the Program has experienced a 6.27% cost increase, or \$212,841. For FY24-25, BART expects the Program to experience a 9.23% cost increase, or \$313,246. Please see attached Updated Budgets and Detailed Budgets for specifics. To assist BART and SFMTA with meeting the funding needs of the program, we request to be considered for currently available additional State Transit Assistance County Block Grant funding, administered by SFCTA through the Lifeline Transportation Program.

### **Program Management and Monitoring**

BART, in partnership with SFMTA, are committed to ensuring the Elevator Attendant Program provides quality services to all riders and to ensure the Program continues to exist for the economic recovery of San Francisco. BART, as the oversight administrator of the Program recognizes additional training, supervision, and support is needed to ensure the Elevator Attendant Program service provider continues to be successful. In spring 2024, BART will implement additional steps to support the current vendor, UA. BART will provide UA's Elevator Attendants/Worker Participants additional training and UA's management additional administrative and resource building support. BART will also conduct monthly and quarterly check-ins with UA's management to ensure resources needed are identified and addressed early on. This will help BART to put in place control measures to monitor project spending and reduce future escalation for FY24-25. Additionally, we will share with SFCTA in our quarterly reporting all available data from the monthly reports that BART receives from UA on the performance of the Program.

We look forward to continued partnership both with SFMTA and SFCTA on this critical program. Thank you again for your consideration.

Sincerely,



Rob Jaques  
Manager, Grants & Funding Advocacy

cc: Pamela Herhold, Assistant General Manager  
Priya Mathur, Director, Funding Strategy  
Aileen Hernandez, Principal Grants Officer



# Elevator Attendant Program Details

AS SUBMITTED WITH ORIGINAL APPLICATION FOR FY23/24 AND FY24/25 FUNDING – MAY 2023





## Project Need, Goals and Objectives

### **Provide a detailed project description. Estimate the number of people per month and year that will be served by this project.**

The Elevator Attendant Program is a partnership between the San Francisco Bay Area Rapid Transit District (BART) and the San Francisco Municipal Transportation Agency (SFMTA), also known as Muni, to provide attendant services inside elevators located in San Francisco. The Program was launched as a 6-month pilot in April of 2018 at the Powell St. and Civic Center/UN Plaza stations, and it was expanded to Embarcadero and Montgomery St. stations in November of 2019. In 2020, the Program continued to provide services through the COVID-19 pandemic, although ridership was significantly reduced for both transit agencies. In FY 2021/22, an average of 36,000 customers used the elevators at each station per month. BART expects modest ridership growth to 40,000 customers per station per month in FY 2023/24 and that 1,920,000 customers will benefit from the Program annually. This request for funding would extend the program at all four downtown BART and Muni stations for two additional years (FY23-24 and FY24-25).

The Program addresses sanitation, safety, and security concerns inside each elevator. The Program provides services while trains are in service to ensure all customers in need of an elevator can benefit. Each station has two elevators, and each elevator has one attendant for each shift. Attendants staff the elevators during the 21-hour period when stations are open to the public. The 21-hour period is broken up into three seven-hour shifts. Each shift is also staffed with one floater and multiple supervisors to ensure the service is not interrupted. This service is important for people with disabilities, seniors, families with strollers, and tourists who cannot use the stairs or escalators within the station. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and intervene to deter inappropriate behavior. Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. Six months after the program was launched, customers expressed satisfaction stating, "very good for people with disabilities," and "please keep this going. I feel so much safer."<sup>1</sup>

### **Describe the significance of the unmet transportation need or gap that the proposed project seeks to address and how the project will address that need or gap. Specify the goals and objectives of the project.**

The Elevator Attendant Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. Clean, functioning elevators are critical to increasing access to transit service for populations with mobility constraints. Concerns about security and safety in station areas are also barriers to transit access for riders. This can particularly impact people who are of low-income, people with disabilities, and minorities who may not have other transportation options and depend on transit and its elevators. The Elevator Attendant Program's focus is to provide clean, safe, and reliable elevators for BART and SFMTA's customers. The Program directly addresses a need in MTC's Coordinated Public Transit – Human Services Transportation Plan (2018), which identifies safety investments for pedestrians and transfers between fixed route transit and paratransit as gaps in the transportation system. The Program assists to close these gaps in the system by providing pedestrians and people with disabilities safer and enhanced access to BART and SFMTA rail

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<sup>1</sup> Office of External Affairs, "Elevator Attendant Factsheet," San Francisco Bay Area Rapid Transit District, 2021

service The Program also addresses ongoing frustrations with poor elevator conditions, expressed by customers and BART's Accessibility Task Force (BATF). The BATF provides advise to the BART Board of Directors and staff on disability-related concerns and advocates for people with disabilities and/or seniors, many of whom are of low-income.

Homelessness, crime, and cleanliness are national challenges that are impacting transit stations and systems. In California alone, 72% of the homeless population is unsheltered – the highest share of unsheltered homelessness of any state in the United States.<sup>2</sup> California's homeless population also grew by 22,000 over the pandemic. People experiencing unsheltered homelessness are far more likely to face health challenges, violence and trauma, and longer lengths of homelessness than people staying in shelters. Lack of affordable housing options is one of the reasons people end-up on the street. In San Francisco, elevators, bus, and train stations have become areas where people who are experiencing homelessness, and are unsheltered, congregate. BART and SFMTA's customers, and the residents living around the downtown San Francisco transit stations, have raised concerns about cleanliness and security of the stations and the elevators. With many people in San Francisco who are also experiencing mental health and substance use challenges, the elevators at the downtown stations were often subject to misuse and vandalism, often resulting in elevators not being able to be in use before the Elevator Attendant Program was launched. These impacts have been discussed in multiple City and County of San Francisco studies and plans, including the Tenderloin Neighborhood Plan for COVID-19, and BART's Customer Satisfaction Studies.

The Elevator Attendant Program addresses the needs of BART and SFMTA's customers and of downtown community members living near the stations. The attendants help to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order. Additionally, improved cleanliness of the elevators has helped to reduce elevator downtime. Customers, including those who arrive by paratransit and need to use the elevator to access fixed route transit service, now have more reliable elevator service to get to and from the platform. Thus, the Program enhances access for people with disabilities, paratransit riders, families with strollers, tourists, and a wider network of people living and working near the stations.

**Describe how the project supports and the specific benefits to Equity Priority Communities (EPCs) and disadvantaged populations, include a description of the EPCs and pertinent demographic data.**

The Elevator Attendant Program serves the community where the shared BART/Muni stations are located and provides specific benefits to EPCs and people who are historically disadvantaged. The Project's area expands from the Embarcadero station to the Civic Center/UN Plaza station. As shown in the Project's Area Map, Attachment 4, the stations are in an area with a high density of Equity Priority Communities (EPCs). Specifically, the stations are in an area with many people who have a disability, are of low-income, and/or are of a minority background. According to the San Francisco County Transportation Authority EPCs data, the Project's area has 17% to 33% of people with disabilities, 66% to 73% of people who identify as a minority, and 32% to 69% of people who are of low-income. Data captured by Elevator Attendants since the Program was launched, in April of 2018, includes one of these measures – people with disabilities. Between the summer of 2019 and 2022, the program served 3.7 million customers, including

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<sup>2</sup> Ian Gabriel and Victoria Ciudad-Real, "State of Homelessness In California Fact Sheet," Homelessness Policy Research Institute.



217,907 people with disabilities. The Program's quantitative and qualitative information demonstrates that the Elevator Attendant Program supports and provides benefits to the community where the stations are located.

### **Community-Identified Priority**

**Discuss how the project addresses a transportation gap and/or barrier identified in a Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement with low-income populations. Indicate the name of the plan(s) and the page number(s) where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan.**

MTC's Coordinated Public Transit – Human Services Transportation Plan (2018) addresses the mobility needs of seniors, people with disabilities, people on low-incomes and veterans. The plan states clean, functioning elevators help provide access to transit, particularly for groups with potential mobility limitations. The plan identifies elevator outages and lack of information about such outages as barriers to transit use (see pages 27, 47, 82, and 84). The Elevator Attendant Program helps to address these issues by reducing elevator service disruptions. The Elevator Attendant Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. The Elevator Attendant Program has significantly improved the elevator experience for BART and Muni customers, many of whom are of low-income, have a disability, and/or are seniors, by consistently meeting objectives that ensure the Program achieves its goals. BART and SFMTA have often heard from groups advocating for people with disabilities and other customers how the Program has made their experience on transit friendlier and safer.

### **Implementation Plan and Project Management Capacity**

**Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation and when will they be resolved?**

The Elevator Attendant Program has been successfully operating since the spring of 2018. The Program expanded to provide services at all four downtown San Francisco stations since the fall of 2019. The Program is coordinated in partnership with SFMTA. Since 2019, BART and SFMTA have had an agreement to administer the Program, whereby BART manages the service provider and tracks program data, invoices, and payments. Currently, BART and SFMTA are finalizing details to extend the agreement through June 30, 2025. The Project is ready to be implemented in FY23-24 and FY24-25 without any lapse in service.

**Describe your organization's ability to provide and manage the proposed project.**

BART, in partnership with SFMTA, has successfully managed the Elevator Attendant Program since the spring of 2018. The Program has been managed by BART staff with extensive experience overseeing similar projects benefiting diverse community members. The Program was first managed by Mr. Tim Chan, Group Manager of Station Planning, who has over 20 years of experience in urban planning and relevant experience overseeing projects providing services to Equity Priority Communities. In 2021, the Program transitioned to be managed under BART's first position focused on social service partnerships. Mr. Daniel Cooperman, Senior Manager of Social Service Partnerships, with over 10 years of relevant experience, joined BART in May 2021. Mr. Cooperman will continue to manage the Program in FY23-24 and FY24-25.

**Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.**

The presence of attendants at transit station elevators and the partnership established between BART, SFMTA, and Urban Alchemy, a community-based organization (CBO) and social enterprise, is an innovative approach. The attendants serve as ambassadors for BART and the SFMTA in addition to helping to improve cleanliness, safety, and security. Urban Alchemy manages the elevator attendants, who are also participating in the organization's workforce development program. Urban Alchemy engages with "situations where extreme poverty meets homelessness, mental illness and addiction" with a "peaceful and supportive presence."<sup>3</sup> Urban Alchemy now has over five years of sourcing, training, and supervising the elevator attendants. BART is confident that the Program will continue to be successful in FY23-24 and FY24-25.

**Project Sustainability**

**Describe the project sustainability: (Operating Projects) describe efforts to identify potential funding sources for sustaining the service beyond the grant period. If funding is identified, provide the responsible agency(is) and funding sources for all ongoing service.**

BART and SFMTA jointly fund operation of the Program, each providing 50 percent of operational costs. The Program is currently funded through June 30, 2023. This LTP application is to fund costs for FY23-24 and FY24-25. BART and SFMTA are committed to continuing this initiative beyond the performance period of this grant.

**Cost-Effectiveness and Performance Indicators**

**Demonstrate how the proposed project is the most appropriate and cost-effective way in which to address the identified transportation need.**

Various plans and community input have identified the need to improve the sense of safety and security in accessing elevators at transit stations and the need to reduce elevator down time, thus improving transit access for people who are of low-income and/or have a disability. The Elevator Attendant Program addresses this transportation need in a cost-effective way that has multiple benefits to the community where the stations are located, BART and SFMTA riders – from San Francisco, Bay Area, or from outside the region, and people who have a disability. Since the program was launched, safety and security concerns have been significantly reduced. The presence of attendants at the elevators in downtown San Francisco stations has discouraged and reduced unwanted activities inside the elevators and decreased elevator down time due to cleaning and maintenance needs. Through the program, Urban Alchemy is providing elevator attendants at the four stations 52 weeks per year, 21 hours per day, 7 days per week, with eight to ten attendants on duty at a time (attendants fill three shifts per day, with two attendants at each station, one attendant that "floats" between two stations, and supervisors that assist with breaks). This is a total of 76,440 service

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<sup>3</sup> Urban Alchemy, "Our People," Transforming the Energy In Traumatized Urban Spaces," May 02, 2022, <https://urban-alchemy.us/>.

hours per year for a total cost of \$3,392,636 per fiscal year, including costs to pay attendants (with benefits), program oversight, weekly reporting, grant specific activities, equipment costs, and indirect costs.

**Identify performance measures to track the effectiveness of the project in meeting the identified goals. Provide the baseline and new or continued units of service to be provided (e.g., number of trips, service hours, etc.) and cost per unit of service (e.g., cost per trip or persons served per month and year).**

The Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. The following performance measures are being used, and will continue to be used, to track the effectiveness of the Program and report for the LTP grant in FY23-24 and FY24-25.

Performance Metric	Description	Reporting Frequency	Goal
Users Served	Number of users using elevators at each station, including number of disabled users, strollers, luggage, bicycles, and carts.	Monthly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator	Monthly	Reduce biowaste incidents
Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during service periods	Quarterly	Increase elevator availability

### **Coordination and Program Outreach**

**Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and non-profit organizations serving Equity Priority Communities. Describe plans to market the project, and ways to promote public awareness of the project.**

BART, the SFTMA, and Urban Alchemy work closely with the community in implementing the Elevator Attendant Program services. Urban Alchemy specifically serves low-income, “high-risk” youth and adults across San Francisco, providing workforce development opportunities for this population. These team members of a professional workforce simultaneously provide public safety and maintain clean public spaces, while engaging and educating the public. Attendants have come to be regarded as assets and stewards of the communities in which they work, creating a sense of safety and security in some of the most dangerous and socially impacted communities in San Francisco. Since 2018, BART and SFMTA have conducted media campaigns, including press releases, and other outreach to inform the public about the Program. The Elevator Attendants themselves are the ultimate ambassadors of the initiative. Recent news stories about the program can be found here:

<https://www.bart.gov/news/articles/2021/news20210518>

<https://www.sfchronicle.com/bayarea/article/BART-installs-gates-adds-attendants-to-make-14814852.php>

**Please confirm that BART and SFMTA are in agreement on project cost sharing, funding strategy, scope and schedule.**

BART and SFMTA agree on these items, this mutual agreement will be vetted through the execution of an extension to the current agreement between the agencies.



**San Francisco  
County Transportation  
Authority**

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

### **Attachment 3.**

#### **Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4 Programming Recommendation**

## **Treasure Island Electric Ferry Service**

**Sponsor:** Water Emergency Transportation Authority (WETA)

**Recommended SF LTP Programming:** \$1,418,858 up to \$1,686,004

**Recommended Phase:** Operations

**Districts:** 6

### **SCOPE**

The requested funds would help fund the operations for a Treasure Island Electric Ferry Service for 12 months. The 2021 Treasure Island Mobility Management Program Implementation Report (pg. 15-16) identifies a frequent ferry service between Treasure Island and downtown San Francisco as a central part of improving transit access on the island. Planned housing development on Treasure Island will dramatically increase the population from 2,000 residents to more than 20,000. The Treasure Island Electric Ferry is an important element of the transportation network of the Bay Area and is currently planned to commence service as early as January 2026.

The Treasure Island Ferry will serve about 245,000 riders in the opening year of operations. The operating funds from this grant will contribute to funding the service for 12 months. The will be an expected 14 departures per day in both the westbound and eastbound directions, 7am-9pm on weekdays, and 9am-11pm on weekends. Details of the service plan will be determined through a service plan and business plan developed jointly by WETA and TIMMA. The service will operate using one small electric vessel (149 passenger capacity) and two crews.

Fully electric service will benefit the Equity Priority Community of Treasure Island by reducing point source emissions in the area. According to data collected via the American Community Survey between 2014 and 2018, Treasure Island is classified as an Equity Priority Community (EPC) with over 73% of individuals identifying as people of color, 64% classified as low income, and 31% classified as zero-vehicle households.

The Treasure Island Electric Ferry service will add a critical transit link to downtown San Francisco for Treasure Island residents, workers, and visitors that avoids potential congestion and delays on the Bay Bridge. The only current public transit link is Muni's 25 Treasure Island bus line, which terminates at the Salesforce Transit Center in San Francisco. The ferry service will add redundancy and access to more destinations, jobs, and activity centers in downtown San Francisco and along the waterfront. Additionally, the Treasure Island Electric Ferry will provide a seamless transfer to the rest of SF Bay Ferry's regional routes, Golden Gate Ferry's routes, and various Muni bus and metro lines nearby. With WETA's emergency response mandate, the Treasure Island Electric Ferry and the associated infrastructure will allow the agency to perform evacuations or other emergency operations in the event of a critical failure of the Bay Bridge that would otherwise cut off vehicular access to Treasure Island.



**San Francisco  
County Transportation  
Authority**

**Attachment 3.**

Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4  
Programming Recommendation  
Treasure Island Electric Ferry Service

Page 2 of 3

The 2023 Treasure Island Supplemental Transportation Study (pg. 37) discusses the extensive outreach and engagement that has been conducted on Treasure Island to date. This included both surveys and focus groups in multiple languages. WETA will work with TIMMA and other relevant stakeholders to establish a fare policy for the service. Additionally, TIMMA would work with the transit operators on Treasure Island to establish a multi-operator transit pass that would allow unlimited trips on the electric ferry service. This pass would be offered at a discount to low-income residents.

Work is currently underway to construct and upgrade the necessary infrastructure at both the downtown San Francisco Ferry Terminal and the Treasure Island Ferry Terminal to support a fully electric ferry service. A charging float is expected to be available at Downtown San Francisco in May 2025, and the Treasure Island Ferry Terminal will be fully electrified by January 2026. The electric vessel has an anticipated delivery date of August 2026 as of now. WETA is working to accelerate the delivery schedule of the vessel. The agency will work to identify a suitable interim vessel to provide the service starting in January 2026 or potentially seek an exception to the electric vessel requirement for routes under 3 miles if the electric vessel is unavailable.

## REPORTING AND PERFORMANCE METRICS

Key performance metrics are shown in the table below:

PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY
<b>Number of trips</b>	Number of total passenger trips	Monthly and Yearly
<b>Service hours and miles</b>	Hours of operation and miles travelled by vessels	Monthly and Yearly
<b>On time performance</b>	Includes late and cancelled trips	Monthly and Yearly
<b>Ridership and occupancy</b>	Number of passengers and percent of capacity filled. Includes bikes.	Monthly and Yearly
<b>Operating cost per boarding</b>	Total cost per individual passenger trip.	Monthly and Yearly



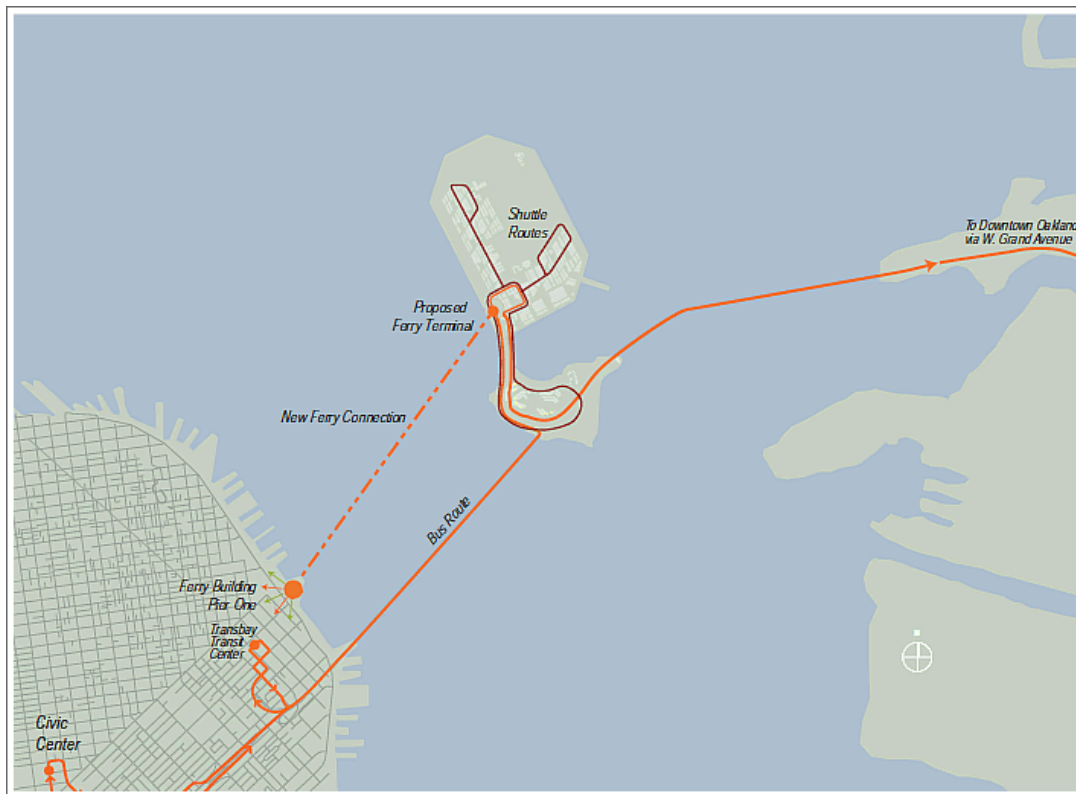
**San Francisco  
County Transportation  
Authority**

**Attachment 3.**

Fiscal Year 2024/25 San Francisco Lifeline Transportation Program (SF LTP) Cycle 4  
Programming Recommendation  
Treasure Island Electric Ferry Service

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Appendix A. Treasure Island Ferry Route Map



## San Francisco Lifeline Transportation Program Cycle 4 Operating Project Schedule, Cost, and Funding Plan



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<b>Project Name:</b>	Treasure Island Electric Ferry Service
<b>Project Sponsor:</b>	Water Emergency Transportation Authority (WETA)

Operating Projects					
<b>Start Date of Operations:</b>	1/2/2026				
<b>End Date of Operations:</b>	12/31/2026				
Source	Year 1	Year 2	Year 3	Total	Status <sup>1</sup>
SF LTP (requested)	\$1,418,858	\$0	\$0	\$1,418,858	Planned
Fare Revenue	\$521,850	\$0	\$0	\$521,850	Planned
TBD (e.g. STA, tolls [once program is adopted])	\$1,835,125	\$0	\$0	\$1,835,125	Planned
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
<b>Total Funding</b>	<b>\$3,775,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,775,833</b>	
Cost by Task and Agency	Year 1	Year 2	Year 3	Total	Source of Cost Estimate
<i>Vessel Crew Labor</i>	\$1,598,658	\$0	\$0	\$1,598,658	Treasure Island Ferry Feasibility Study + Escalation
<i>Vessel Electricity</i>	\$648,748	\$0	\$0	\$648,748	Treasure Island Ferry Feasibility Study + Escalation
<i>Vessel Operation and Maintenance</i>	\$247,596	\$0	\$0	\$247,596	Treasure Island Ferry Feasibility Study + Escalation
<i>Facility Operation and Maintenance</i>	\$663,032	\$0	\$0	\$663,032	Treasure Island Ferry Feasibility Study + Escalation
<i>System Expenses</i>	\$617,799	\$0	\$0	\$617,799	Treasure Island Ferry Feasibility Study + Escalation
	\$0	\$0	\$0	\$0	
<b>Total Expenditures</b>	<b>\$3,775,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,775,833</b>	
Additional Schedule/Status/Cost/Source Information (If needed)					
<p>Costs are in 2026 dollars. Ridership for 12 months of service assumed to be 245,000 boardings (Treasure Island Ferry Feasibility Study). 14 trips/day in both directions on both weekdays and weekends using one small (149 pax) electric vessel. Average fare calculated to be \$2.13 (85% of full adult one-way fare of \$2.50). The \$2.50 adult fare is the lowest fare considered in the ferry feasibility study. Exact service plan and fare structure will be determined at a later date.</p>					

<sup>1</sup> Planned funds have not been programmed or allocated specifically to the project or program that is the subject of the current request; Programmed funds have been committed to the project by the agency with the authority to do so; Allocated funds have been approved for expenditure for the subject project by the funding authority.





# Memorandum

## AGENDA ITEM 6

**DATE:** April 18, 2024

**TO:** Transportation Authority Board

**FROM:** Cynthia Fong - Deputy Director for Finance and Administration

**SUBJECT:** 05/14/24 Board Meeting: Preliminary Fiscal Year 2024/25 Budget and Work Program

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> Information   <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2024/25 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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## DISCUSSION

The preliminary FY 2024/25 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver, and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Prop D Traffic Congestion Mitigation Tax program (Transportation Network Company or TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and



programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our preliminary work program for FY 2024/25. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the preliminary budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2024/25 Budget and Work Program will be presented as a separate item at the June TIMMA Committee and TIMMA Board meetings.

**Revenues.** Total revenues are projected to be \$193.3 million and are budgeted to increase by an estimated \$4.5 million from the FY 2023/24 Amended Budget, or 2.4%. Sales tax revenues, net of interest earnings, are projected to be \$108.3 million or 56% of revenues. This is an increase of \$2.1 million, or 2.0%, compared to the budgeted sales tax revenues of \$106.2 million for FY 2023/24. This 2% increase represents a flattening in sales tax growth compared to the past few years of pandemic recovery. The return to the workplace, business travel, and international travel all have been returning slower than anticipated. TNC tax revenues are projected to be \$8.5 million or 4.4% of revenues. Program revenues are projected to be \$70.5 million or 36.4% of revenues. This is an increase of \$3 million compared to the budgeted program revenues of \$67.5 million for FY 2023/24, which is largely due to increased state and regional and other funding for construction activities for the Yerba Buena Island (YBI) Hillcrest Road Improvement Project, YBI West Side Bridges Project, and Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, as well as design work for the YBI Multi-Use Path Project.

**Expenditures.** Total expenditures are projected to be about \$266.9 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$228.3 million.



Capital projects costs are 85.5% of total projected expenditures, with another 3.8% of personnel expenditures and 1.3% of non-personnel expenditures budgeted for administrative operating costs, and 9.4% for debt service and interest costs. Capital project costs in FY 2024/25 are budgeted to increase by \$13.6 million, or 6.3%, from the FY 2023/24 amended budget, which is primarily due to CMA program capital expenditures related to construction activities for the YBI Hillcrest Road Improvement Project, YBI West Side Bridges Project, and Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, as well as design work for the YBI Multi-Use Path Project.

Debt service costs of \$24.9 million are for costs related to the assumed fees and interests related to the expected \$65 million drawdown from the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our 2017 Sales Tax Revenue Bond, and other costs associated with our debt program. We have a \$125 million Revolving Credit Loan Agreement to support the Transportation Authority's interim borrowing program, which expires in October 2024. In FY 2024/25, we may enter into a new short-term borrowing facility. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program than we could do on a pay-go basis.

**Other Financing Sources/Uses.** The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2024/25 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. We had budgeted for a \$60 million drawdown in our FY 2023/24 amended budget. The estimated level of sales tax capital expenditures for FY 2024/25 may trigger the need to drawdown up to an additional \$65 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax and CMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI Hillcrest Road Improvement Project, I-280 Ocean Avenue South Bound Off-Ramp Realignment, Bayview Caltrain Station Location Study, Inner Sunset Safety and Circulation Study, and Travel Demand Management Market Analysis projects.

**Fund Balance.** The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted



year's activity. There is a positive amount of \$34 million in total fund balances, as a result of the anticipated \$65 million Revolving Credit Loan Agreement drawdown.

**Next Steps.** The preliminary FY 2024/25 budget will be presented for information to the Board at its May 14 meeting. The final proposed FY 2024/25 Annual Budget and Work Program will be presented to the Community Advisory Committee at its May 22 meeting and the Board at its June 11 and 25 meetings. A public hearing will precede consideration of the FY 2024/25 Annual Budget and Work Program at the June 11 Board meeting.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Preliminary Work Program
- Attachment 2 - Preliminary Budget
- Attachment 3 - Preliminary Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Preliminary Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

## **Attachment 1**

### **Preliminary Work Program**

The Transportation Authority's Fiscal Year (FY) 2024/25 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data, and Analysis, and 5) Finance and Administration. The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2024/25 Work Program will be presented to the TIMMA Committee and TIMMA Board and highlights are included below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

### **PLAN**

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. The San Francisco Transportation Plan (SFTP) 2050, adopted in 2022, serves as the long-range transportation policy and investment blueprint for the city. Recommendations from the SFTP 2050 provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050+ and Transit 2050+, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. In FY 2024/25, as the region updates PBA 2050, we will launch an SFTP update, SFTP 2050+, a limited and focused update to SFTP 2050. SFTP 2050+ will incorporate region-wide revisions to projected population growth and reduced revenues, and will include strategies to address the transit fiscal cliff and support the new Housing Element adopted growth. Through SFTP 2050+, we will undertake technical analysis and stakeholder outreach to inform recommendations for local and/or regional revenue measures to implement the plan investments. We will also continue to implement recommendations from SFTP 2050 as corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by

## Attachment 1 Preliminary Work Program

partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas including resilience planning and driverless ride-hail services.

Most of the FY 2024/25 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Technology, Data, and Analysis, and Policy and Programming divisions. Proposed activities include:

### Active Congestion Management

- **Congestion Management Program Microsite and COVID-Era Congestion Tracker Expansion.** We will release an on-line interactive version of our 2023 Congestion Management Program (CMP) that will allow decision-makers and the public to interactively access key citywide system performance metrics. We will expand the COVID-Era Congestion Tracker to incorporate new data sources such as roadway volumes at key cordons, as well as local and regional transit ridership, and report a wider range of metrics. We will continue with monthly updates to the COVID-Era Congestion Tracker (<https://covid-congestion.sfcta.org/>).
- **Downtown Travel Trends Study.** Office vacancy in San Francisco is at the highest levels in years, transit ridership continues to be historically low, and traffic congestion has returned to, and in some areas is worse than, pre-COVID levels. We will gather data to complete a profile of changes in downtown travel patterns before and after COVID, to help inform strategies for downtown congestion management and revitalization. This strategic area of focus for our planning work includes research on the factors underlying return of traffic to the Bay Bridge and downtown freeways even as office vacancy rates remain high and we observe the continued prevalence of remote work.
- **SF CHAMP Model Development (CHAMP 8.0). Innovative Travel Demand Management (TDM).** Implement 2021 Climate Action Plan (CAP) recommendations by completing the **Eco-Friendly (formerly "Decarbonizing") Downtown Goods Movement Study**, funded by a Carbon Neutral Cities Alliance Grant. Through a working group of small business and freight sector representatives, this effort is on track to identify a set of pilots and policy measures to reduce emissions associated with deliveries. We will also complete the **TDM Market Analysis**, which will recommend corridor-based or neighborhood-based mode shift goals and identify neighborhood- or corridor -scale travel markets suited to TDM measures based on variation in land use, demographics, or transportation supply. The TDM Market Analysis will inform a parallel update of the **TDM Strategic Plan** which we have launched in collaboration with SFMTA, SF Environment, and the Planning Department. This plan will inform future programming of Prop L TDM funds and other funds prioritized by the Transportation Authority.

## Attachment 1 Preliminary Work Program

- **Treasure Island Mobility Management Program.** The Transportation Authority Board also sits as the TIMMA Board. This year, we will work with the Treasure Island Development Authority (TIDA) and other city partners to build on the momentum generated by current housing production to advance implementation of the TIMMA program, focused on accelerating transit expansion (ferry, intra-Islands shuttle, East bay, and SF proper shuttles), advancing transit pass and TDM (transportation demand management) programs and finalizing toll and affordability program policies. Pending program adoption, we will begin to remobilize system design and incorporate mobility wallet and affordability components. The TIMMA team will continue near- and long-term funding including federal, state, and regional grant pursuits to implement the congestion management program and recommendations from the D6 Supplemental Transportation Study.

### SFTP Implementation and Board Support

- **Neighborhood Transportation Program (NTP) Cycle 3 (Fiscal Years 2023/24-2027/28).** We will continue to identify and advance new projects through Cycle 3 of the Prop L sales tax-funded NTP and monitor implementation of previously funded NTP projects. Funds for Cycle 3 include \$100,000 in planning funds and \$600,000 in local match funds for each district to advance NTP projects toward implementation. Scoping of new NTP planning and capital efforts, including advancing recommendations from recently completed or soon to be completed plans, will be done in coordination with Board members and SFMTA's NTP Coordinator. We will complete NTP projects in six City supervisorial districts including District 1 (Richmond Multimodal Transportation Plan), District 2 (Safety Study), District 3 (Walter U Lum Placemaking Study), District 4 (On-Demand Microtransit Business Plan), District 6 (Mission Bay School Access Plan), and District 7 (Inner Sunset Safety and Circulation Study). We will work with Commissioners to scope potential NTP planning efforts and/or seek other funding for neighborhood planning efforts such as District 7 (Monterey Boulevard Traffic Calming) and District 9 (Mission Community Based Transportation Plan (CBTP), targeting MTC CBTP grant funds matched with Prop L Equity Priority Transportation Program funds). We also will continue working with SFMTA to implement near term recommendations and seek funding to advance the medium to long-term recommendations of the D5 NTP, Octavia Circulation Study, regarding providing carpool and regional/local transit priority treatments and the D7 Ocean Avenue Mobility Action Plan.
- **Geary-Fillmore Underpass Community Planning Study.** In FY 2024/25, we will launch the Geary-Fillmore Underpass Community Planning Study, an effort to repair past harm and increase equitable access identified in our prior Streets and Freeways Study, with funding from the U.S. Department of Transportation Reconnecting Communities and Neighborhoods Program. The project will develop transportation and land use concept designs to better connect the Japantown and Fillmore/Western

## Attachment 1 Preliminary Work Program

Addition neighborhoods (Equity Priority Community) that were divided when the underpass was constructed in the 1960s. The study will engage neighborhoods through a community-led outreach process to rethink the urban renewal-era Geary Expressway and re-imagine adjacent land uses by establishing a Community Council with representatives of the Black, Japanese, and Jewish communities that were displaced when the underpass was constructed, as well as with newer community members.

- **Vision Zero Ramps Phase 3.** Funded by a federal Safe Streets and Roads for All grant, and a recommendation from the Streets and Freeways Study, this conceptual design effort will focus on safety at I-280 and US-101 on and off-ramps in the south and southeast parts of the city. The study will focus on freeway intersections on San Francisco's High Injury Network, which is highly correlated with Equity Priority Communities. The study launched in FY 2023/24.

### Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050+.** As the region updates PBA 2050, discussed below, we will launch the San Francisco Transportation Plan (SFTP) update, SFTP 2050+, a limited and focused update to SFTP 2050. SFTP 2050+ will incorporate PBA 2050+ revisions to projected population growth and reduced revenues, including strategies to address the transit fiscal cliff and support the new Housing Element adopted growth. Through SFTP 2050+, we will undertake technical analysis and stakeholder outreach to inform recommendations for local and/or regional revenue measures to implement the plan investments.
- **PBA 2050+ and Transit 2050+.** We will use recommendations from SFTP 2050 (adopted December 2022), from the Streets and Freeways Study, the Transit Corridors Study, and other ConnectSF work, as well as other plans and studies led by the Transportation Authority and others as the basis for San Francisco's input into MTC's PBA 2050+ and Transit 2050+, which will conclude in Fall/Winter 2025/26. PBA 2050+ is a focused update of PBA 2050 that will include updated revenue estimates, targeted updates to major project recommendations, a call for new regional significant projects, and development of a climate resilience project list focused primarily on sea level rise adaptation projects. Transit 2050+ is intended to develop a customer-focused, fiscally constrained regional transit network vision, building off the region's Transit Transformation Plan. Transit 2050+ is being developed in parallel with PBA 2050+ and will provide input in the final investment plan known as the Blueprint. This work will be closely coordinated with Caltrans' District 4 (Bay Area) Transit Priority Study.
- **PBA 2050 Implementation.** We will continue to provide input to numerous regional efforts from MTC's piloting of more equitable toll policies, Transit Oriented



## Attachment 1 Preliminary Work Program

Communities policy, the Next Generation Bay Area Freeways Study, implementation of the Transit Transformation Plan and advancing Climate Initiatives (e.g., regional bikeshare coordination/e-bike incentives outreach). This work will be coordinated with MTC's Regional Network Manager and regional fare integration/BayPass proposals. These efforts involve close coordination with San Francisco agencies, the Mayor's office, our representatives on the Association of Bay Area Governments (ABAG) and MTC, and with Bay Area County Transportation Agencies, regional transit agencies, and other community stakeholders.

- **Geary/19th Ave Subway and Regional Connections Study.** This effort comprises the first phase of planning for a rail subway along the Geary and 19th Avenue corridors including regional connections to the east and south as identified in the Connect SF Transit Strategy. The first step of a multi-phase planning and development process, the current study is engaging the public and agency partners to establish the business case for the project and identify strategic considerations and project risks that will need to be explored in further phases. Public and stakeholder outreach will continue during FY 2024/25 concluding with presentation of the study's findings and recommendations to the Board.
- **Bayview Caltrain Station Location Study.** We will continue to advance a pre-environmental effort to identify a single preferred station location for the Bayview Caltrain Station, in collaboration with the Bayview community. Two potential locations at Evans Avenue and Oakdale Avenue are under consideration. The station location study includes broad public outreach and technical analyses to support a final recommendation. We are also continuing to coordinate with SF Planning and Caltrain to scope the environmental phase of work. This effort will complete in FY 2024/25.
- **Freeway Managed Lanes Projects and Policy Support.** Building on the Streets and Freeways Study recommendations, we continue to work on planning and regional coordination for the San Francisco freeway system seeking to inform other regional and county agencies' activities on this front, as we continue advancement of concepts for San Francisco's network. In the last quarter of FY 2023/24, we will propose next steps for the Northbound I-280 Carpool Lanes and Express Bus Project, a proposed queue bypassed lane between 18th and 3rd Streets, as well as an approach for evaluating managed lanes options (including both carpool and express/tolled lanes) for the rest of the county's freeway network. We anticipate bringing a scope and funding request for this work to the Board by end of the FY 2023/24, which will inform our FY 2024/25 work program. We are also continuing to coordinate with regional agencies and advocate for San Francisco's priorities on the MTC Express Lane Strategic Plan; the MTC's Next Generation Freeway Study; the Bay Area Infrastructure Financing Authority's I-880 Express Lanes START pilot; Caltrans District 4's Transit Priority Study; and US 101 corridor managed lanes plans with San Mateo and Santa Clara counties.

## Attachment 1 Preliminary Work Program

- **Brotherhood Way Safety and Circulation Plan.** With support from a Caltrans Sustainable Transportation Planning grant, this community-driven planning process is developing concepts and conceptual designs for safety, traffic calming and corridor redesign improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and the Daly City BART station near to Brotherhood Way in southwest San Francisco. The Brotherhood Way Safety and Circulation Plan is a recommendation from the Streets and Freeways Study. Concepts will integrate developer-funded street improvements west of the US 101 interchange. The study also engages community stakeholders through a working group appointed by the District 7 and District 11 offices.
- **Support Statewide and Regional Policy and Planning Efforts.** We will continue to support studies and planning efforts at the state and regional levels, including the California High-Speed Rail Authority's (CHSHRA) Business Plan and Environmental Impact Report; Caltrain and High-Speed Rail Business Plan coordination; California Transportation CPUC Commission (CTC)/California Air Resources Board (CARB) joint efforts on climate policy; State of California Public Utilities Commission (CPUC) data rulemaking and regulations for Autonomous Vehicles and Transportation Network Companies (TNC, like Uber and Lyft). We will also continue to coordinate with BART and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to San Francisco.
- **West Side Transportation Network Planning.** We propose to initiate a planning effort to develop the multimodal network on San Francisco's west side, in partnership with SFMTA, SF Planning Department, and Caltrans. This study will respond to and support the City's recently adopted Housing Element, and propose multimodal network investments to better reach long range planning goals. The study will incorporate the effects of the Great Highway pilot, and planned improvements for state routes Sloat/Skyline Boulevards and intersections with Sunset Boulevard and 19th Avenue (Highway1).
- **Support Local Planning Efforts.** We will continue to support local studies and planning efforts led by partners, including continuing to oversee and participate in the SFMTA's Biking and Rolling Plan and coordinating with City and regional agencies to advance climate resilience/adaptation and electrification through various planning, policy, funding strategy/support, and project delivery efforts, such as: advocating for funding to implement the Climate Action Plan through federal, state, and regional (MTC and Air District) grant programs; participating in SFMTA's Embarcadero Mobility Resilience Plan and the Port's Sea Level Rise Coordinating Committee and Waterfront Resilience Plan; supporting adaptation efforts as described in the Ocean Beach Master Plan; providing funding and project delivery support for electrification of Muni's fleet and modernization of its transit facilities; and supporting the SFMTA's Curbside Electrification Feasibility Study. We will draw on all of the above to inform

## Attachment 1 Preliminary Work Program

climate resilience and electrification initiatives and priorities for inclusion in SFTP 2050+ and PBA 2050+.

### Transportation Forecasting, Data and Analysis

- **Travel Forecasting.** We will provide modeling and data analysis to support Transportation Authority planning efforts such as evaluating potential managed lanes options (including both carpool and express/tolled lanes); West Side Transportation Network Planning; and the SFTP 2050+ update to the county's long range transportation plan. We also provide modeling, data analysis, and technical advice to City agencies and consultants through our Model Service Bureau in support of many projects and studies.
- **SF CHAMP Model Development.** We will complete our initial implementation of the next SF-CHAMP model (version 8) and also share analyses from our comprehensive 2023 Household Travel Diary survey that we deployed in collaboration with MTC and the Santa Clara Valley Transportation Authority, including comparisons to our 2019 Travel Diary survey effort. The travel diary serves as the basis for our travel demand estimates work, and provides other key information used to support Transportation Authority planning and capital projects, as well as updates to the CMP. We will implement updates to the current SF-CHAMP version 7 model to establish a new 2023 "baseline" that reflects changes in commuting and other travel behaviors such as increased levels of telework and reduced transit ridership. We will continue to work on the conversion and deployment of an open-source visitor travel model and an open-source commercial vehicle model.
- **Next Generation/Enhanced Congestion Management Program (CMP) Update.** Every two years, we prepare an update to the San Francisco CMP, which documents changes in multi-modal transportation system performance including average roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. The 2025 CMP will include continued monitoring and evaluation of land use/transportation strategy and select investment outcomes, and also expand performance tracking to include additional metrics and more frequent data reporting, including use of "big data" sources, and incorporating Equity Priority Community reporting where possible. We will lead CMP data collection efforts in spring 2025, and the CMP update will be completed in fall 2025.
- **2023 Travel Survey and Citywide Trends Report.** We will analyze and publish findings from our 2023 travel diary survey, undertaken in collaboration with the MTC and other Bay Area agencies, which will provide detailed information about post-COVID individual and household travel patterns. This will include comparisons with 2019 Travel Survey results and regional, citywide, and sub-area market trend analysis.

## Attachment 1 Preliminary Work Program

- **Transportation Sustainability Program Evaluation Study.** We will complete our research to quantify the effectiveness of the TDM strategies included in San Francisco’s Transportation Sustainability Program in reducing vehicle miles traveled (VMT) and single-occupancy vehicle trips, using data collected in fall of 2023 to quantify the effects of TDM parking availability strategies on reducing VMT.
- **AV/TNC Policy and Rulemaking.** We will continue to work with SFMTA, the Mayor’s Office, the City Attorney, and with industry, regulatory and community stakeholders to provide San Francisco’s input to state and federal Autonomous Vehicle (AV) policy (including proposed state legislation) and rulemaking opportunities addressing issues such as safety standards, traffic enforcement, and data sharing. We will continue to monitor and track on-street conditions, and support Board of Supervisors Resolution 529-99, and explore potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts. We will also continue to work with agency partners on issues related to the CPUC’s regulation of TNCs including data sharing; and CARB implementation of the TNC “Clean Miles” legislation. In addition, we will initiate an AV Safety Metrics & Standards Study to develop consensus AV Safety Metrics and Standards to inform regulators, San Francisco policymakers and the public about appropriate AV safety metrics and performance standards to guide AV Safety Analysis and deployment policies such as permitting.

### FUND

The Transportation Authority was initially established to administer the Prop B half-cent transportation sales tax, superseded by the Prop K transportation sales tax in 2003 and by Prop L in 2023. This remains one of the agency’s core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Prop D TNC Tax program, the Transportation Fund for Clean Air (TFCA) county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; advocate for discretionary funds and legislative changes to advance San Francisco priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from and close coordination with all agency divisions.

**Implement Prop L.** We will seek Board adoption of any remaining Prop L 5-Year Prioritization Programs (5YPPs) and the final Strategic Plan in fall 2024. We also plan to present a comprehensive amendment to the Muni Maintenance 5YPP to specify the projects to be funded from the annual placeholders for the remainder of the 5YPP period (through FY 2027/28), anticipated fall 2024. As noted in bullets below, ongoing work includes supporting sponsor efforts to secure discretionary funds to leverage Prop L, working with Board

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### **Preliminary Work Program**

members to identify and scope new Neighborhood Transportation Program (NTP) projects and support ongoing NTPs; monitoring Prop L revenues; and closely tracking grant closeouts, invoicing, and project cash expenditures to inform financing needs. See *Customer Service and Efficiency Improvements* section below for additional Prop L work program details.

**Fund Programming and Allocations.** We will continue to administer the Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly allocates and prioritizes projects for grant funding; and monitor and provide project delivery support and oversight for the Lifeline Transportation Program, One Bay Area Grant, and State Transportation Improvement Program in our role as CMA. We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (SB 1) (see below), California's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs.

**Senate Bill 1 (SB 1).** This coming fiscal year, we will work with San Francisco project sponsors and MTC to advance strong candidates for the next funding cycles of SB 1 programs including the Local Partnership Program (LPP) Competitive and Formula programs and Solutions for Congested Corridors (SCCP). After seeking Board approval of project priorities for the Transportation Authority's share of LPP formula funds, we will seek approval from the CTC and support allocation requests for projects recommended to receive funding by April 30, 2026. Applications for the next round of LPP and SCCP competitive programs are due to CTC by the end of 2024. We will work with the Bay Skyway Phase 1 project team, including MTC/BATA, to submit an SCCP application to implement the YBI Multi-use Path.

**Regional Measure 3 (RM3) Implementation.** We will continue to work with MTC/BATA and San Francisco project sponsors on the roll out of RM3, including working to coordinate the timing of RM3 and Prop L funds to support San Francisco priorities such as BART Core Capacity, The Portal, and Muni facilities needs; providing input on discretionary RM3 programs such as Regional Express Bus operations funding and Bay Trail/Safe Routes to Transit.

**New Revenue Options.** We are actively participating in discussions regarding a potential regional transportation measure and corresponding authorizing legislation (SB 1031 (Weiner, Wahab), as well as engaging in conversations with SFMTA about a potential local measure in upcoming election cycles. This work includes closely tracking the 4 initiatives within the bill and seeking amendments as adopted in the Transportation Authority's "support and seek amendments" bill position. See also Legislative Advocacy below.

**Legislative Advocacy.** We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off the agency's adopted legislative program, and is

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### **Preliminary Work Program**

done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year we will continue to focus our efforts on two high priority policy areas: filling regulatory and data gaps in the growing Autonomous Vehicle sector and advocacy for 'bridge funding' to address the fiscal cliff that transit agencies are facing as well as potential authorization for a regional measure(s)(e.g. SB 1031) that could be part of a sustainable solution for transit going forward; education and advocacy related to the need for extension of the Cap-and-Trade Program which expires in 2030. Extending this program would benefit projects such as The Portal and SFMTA's Train Control Upgrade project; and help leverage funding from the Infrastructure Investment and Jobs Act for SF priorities (e.g., The Portal).

**Funding and Financing Strategy Opportunities.** We will continue to provide funding and financing strategy support for signature projects in the Prop L Expenditure Plan, many of which are also included in MTC's Regional Transit Expansion Agreement and Major Projects Advancement Policy (MAP). Examples include: Caltrain Electrification, The Portal, SFMTA's Train Control Upgrade, and BART Core Capacity. Other ongoing funding efforts are supporting Treasure Island/Yerba Buena Island infrastructure needs and Treasure Island Mobility Management program as well as Port of SF's Seawall capital planning. We will help position San Francisco's projects to receive funding from the federal Infrastructure Investment and Jobs Act, Senate Bill 1, regional One Bay Area grant, and other fund programs. We serve as a funding resource for all San Francisco project sponsors (e.g., brokering fund exchanges).

**Capital Financing/Debt Program Management.** Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the outstanding sales tax revenues bonds, as well as the revolving credit loan agreement. Our goals are to enable accelerated delivery of Prop L sales tax-funded capital projects compared to what is supportable on a pay-go basis while achieving leveraging goals and minimizing financing costs so more funds remain available for projects. We will continue to engage in a variety of cash management activities including facilitating grant close-out and de-obligation of unneeded funds as well as closely tracking cash balances for the \$313.5 million in Prop K grants with peak cash flow needs in Fiscal Years 2024/25 and 2025/26 and seeking improved lookahead information about billings from our largest grant recipient, the SFMTA. We are preparing to come to the Board for approval to draw down on the \$125 million revolving credit loan agreement when funds are needed, which could be as soon as summer 2024.

**Customer Service and Efficiency Improvements.** This ongoing multi-division initiative will continue to improve our grant-related processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved

## **Attachment 1 Preliminary Work Program**

revenue measures (Prop L, Prop K, Prop AA, and the TNC Tax). The initiative includes maintaining and enhancing the Portal, our web-based grants management database used by our staff and project sponsors. We will modify our grants Portal to track the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations, which is required under Prop L. We are also exploring enhancements to the Portal including the potential for creating grant agreements and support tracking of projects for public promotion opportunities at key milestones in project delivery. We will maintain, and as needed, refine the MyStreetSF.com tool to support user-friendly features showcasing underway and completed projects, improved search features, and other customer enhancements.

### **DELIVER**

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of sales tax-funded major capital investments, such as SFMTA's train control and facility upgrade projects; The Portal (Downtown Rail Extension); and Caltrain Modernization, including electrification as well as railyards planning coordination and oversight. We also serve as the lead agency for the delivery of certain capital projects, such as the I-80/Yerba Buena Island (YBI) West Side Bridges Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key activities supporting project delivery for FY 2024/25 include the following:

#### **Transportation Authority - Lead Construction:**

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** The Southgate Road Realignment Project is open to public traffic. Work on Torpedo Building preservation and Southgate contract closeout efforts, including the ultimate land transfer between United States Coast Guard and TIDA will continue in Fiscal Year 2024/25. We will combine the Torpedo Building preservation with the Pier E-2 parking lot reconstruction into one contract for the construction phase. We expect to complete contractor procurement in FY 2023/24 and to begin construction in FY 2024/25.
- **YBI West Side Bridges.** We are delivering this project using the Construction Management/General Contractor delivery method and the project is currently under construction. The construction is anticipated to be completed at the end of 2026. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side Bridges project. See YBI Multi-Use Path and Hillcrest Road Improvement below.

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- **YBI Hillcrest Road Improvement Project.** We anticipate awarding the construction contract for the Hillcrest roadway improvement project between Forest Road and the I-80 Portal crossing on the west side of YBI at the April 23, 2024 Board meeting. The project will add sidewalks and a bike path and bring Hillcrest Road up to San Francisco Public Works (SFPW) standards and install safety features. Construction is expected to start in May 2024 and last 3 years until Spring 2027. We will closely coordinate the Hillcrest project with the adjacent YBI Multi-Use Path and West Side Bridges projects (see entries for these projects).

### Transportation Authority - Lead Project Development:

- **I-280/Ocean Avenue South Bound Off-Ramp Realignment and Geneva Avenue North Bound Ramp Optimization.** We are leading design of the Ocean Avenue Off-Ramp Realignment Project in coordination with Caltrans and local agencies. This work includes analyzing geotechnical conditions and geometric, traffic, and structural requirements. We plan to complete final design by June 2025. The Geneva Ave Northbound Ramp project team substantially completed the feasibility study and will undertake another round of engagement in fourth quarter of FY 2023/24 before bringing the study to the Board for adoption.
- **YBI Multi-Use Path.** The Multi-Use Path project will connect the western side of the Island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the Treasure Island Ferry Terminal and provide an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. The project team will award the design contract and start design in FY 2024/25. The team will continue to work to secure full funding for the project, working with MTC/BATA and TIDA, following on grant applications for the Active Transportation Program that we plan to submit in the last quarter of FY 2023/24 and for SB 1 SCCP in the first quarter of FY 2024/25.
- **Treasure Island Ferry Terminal Enhancements.** We will complete contractor procurement and secure funding obligation for the construction of restrooms and transit shelters for the Treasure Island Ferry Terminal. Construction will start in FY 2024/25.
- **Quint Street Connector Road.** We are working with SFPUC on the street vacation for Quint Street between Jerrold Avenue and the Caltrain berm and are also working with SFPW and the Office of Real Estate on developing an appraisal to acquire the Quint Connector Road right-of-way. This acquisition will allow SFPW to begin the design phase of the project. This project is a Racial Equity Plan priority from the 2012 closure of Jerrold Avenue.
- **Pennsylvania Avenue Extension (PAX).** We will advance the PAX Pre-Environmental Bridging Study in FY 2024/25. The PAX project is planned to grade-separate the



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remaining at-grade crossings of the Caltrain corridor, at 16th Street and Mission Bay Drive. Building on our completed PAX Project Initiation Study, the Bridging Study will update our assessment of the strategic context for PAX and will advance project concepts in preparation for future phases of project development. The study will include further technical development of project alternatives, coordination with Caltrain and other agency partners, and public and stakeholder engagement.

### Transportation Authority - Project Delivery Support:

- **Peninsula Corridor Electrification Project.** We anticipate completing our work to provide technical oversight and project development support to the Peninsula Corridor Electrification Project, which will electrify the passenger rail corridor between San Francisco and San Jose to serve a newly electrified Caltrain fleet and serve future California High-Speed Rail service in the blended corridor. Caltrain Electrification is scheduled to open for passenger service in Fall 2024. We will continue to lead funding partner oversight efforts through the Caltrain Modernization Configuration Management Board, and we will provide advice and support to San Francisco's representatives to the Peninsula Corridor Joint Powers Authority Board.
- **California High-Speed Rail Program (CHSRA).** We will continue to partner with the CHSRA and City agencies on high-speed rail issues affecting San Francisco, including project development and funding activities to bring the high-speed rail system from the Central Valley to the Bay Area. We will coordinate with CHSRA on state-level engagement to seek reauthorization of California's cap-and-trade program, to unlock funding for transit projects including The Portal. We will also collaborate with CHSRA on projects within San Francisco, including The Portal, PAX, and Fourth and King Railyards.
- **The Portal (Downtown Rail Extension).** We will continue to serve as an integral member of the six-agency team, led by the Transbay Joint Powers Authority (TJPA), that is advancing The Portal project toward full funding and construction. In FY 2024/25, we will continue to co-lead efforts to implement The Portal Governance Blueprint, with a new multi-agency memorandum of understanding (MOU) and refined organizational structure as the project prepares to advance to construction in the coming years. We will also continue to support progression through the Federal Transit Administration (FTA) process, including advancing the project's funding plan. Finally, we will continue our program oversight as TJPA progresses the procurement of the project's major contracts and initiates delivery of other pre-construction activities.
- **Fourth and King Railyards.** We will continue to actively participate in planning and project development for the Caltrain Railyards site at Fourth and King streets through our active participation in the Railyards MOU Working Group and the Preliminary

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Business Case (PBC) process for the site being led by Caltrain and the site owner. We will support San Francisco's representatives to the Caltrain Board as the PBC is brought forward for consideration. We will work with Caltrain and City agencies to develop work program priorities for planning and project development efforts to follow the PBC. We will also coordinate PAX project planning activities with the MOU Working Group as the PAX Bridging Study advances.

- **22nd Street Station ADA Improvements.** We will support Caltrain in advancing design and engagement for planned upgrades to the 22nd Street Station, as recommended by the recently completed ADA Access Improvement Feasibility Study. We will continue to work with Caltrain to identify a funding strategy for these improvements, including support for grant applications to regional, state, and federal sources. We will coordinate short- and medium-term design improvements with any longer-term changes potentially necessitated by the future implementation of PAX.
- **Muni Metro Modernization Program Development.** We will continue providing enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including state-of-good-repair and capacity expansion improvements. This includes the SFMTA-led Muni Metro Core Capacity Study, which is developing a program of investment to be put forward for FTA Core Capacity grant funds to be matched with Prop L funds. We will also support advancement of the **Muni Metro Train Control Upgrade Project**, including assistance with funding strategy, and the broader 10-year subway renewal program.
- **Potrero and Presidio Yards Modernization Projects.** We will continue to provide enhanced oversight of these two critical SFMTA facilities. The Potrero Yard Modernization Project, which will replace the existing site with a modern transit facility to serve Muni's bus fleet, with an integrated joint development housing component. The project is nearing completion of the pre-construction development phase, which will be followed by final design and construction. The Presidio Yard Modernization Project. The project is in the planning phase and is envisioned to rebuild the existing facility with a modern transit facility and provide for an adjacent development opportunity.
- **BART Core Capacity and Faregates/Station Modernization Oversight.** We will continue to provide enhanced oversight of BART's Core Capacity program, including participation in FTA's regular oversight meetings and process. We will also coordinate with MTC and other partners, as needed, on this Prop L major transit project. We will continue to oversee BART's implementation of new faregates, elevators, and other improvements at SF stations.

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- **Vision Zero.** We will continue to convene quarterly presentations to the CAC and Board to highlight the work that city agencies are doing to advance the goals of Vision Zero, including updates on project delivery and the SFMTA's rollout of speed safety cameras, and program evaluation.
- **OTHER PROJECT DELIVERY SUPPORT AND OVERSIGHT.** Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, Public Works, SFPUC) to improve project delivery. Work closely with Public Works, SFMTA, and Caltrans on near-term 19th Avenue paving improvements.

### TRANSPARENCY AND ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of taxpayer funds. This work includes ongoing efforts lead by the Finance and Administration Division (e.g., accounting, budgeting, human resources, procurement support), by the Technology, Data and Analysis Division (e.g., information technology and systems integration support), and by the Executive Office (e.g., Board operations and support, and communications) as listed below.

**Board Operations and Support.** Staff Board and CAC meetings including standing and ad hoc committees. Includes preparation of agenda packets and clerking/supporting hybrid meetings to enable remote public participation.

**Communications and Community Relations.** Execute the agency's communications and engagement strategy with the public, our Board, various interest groups, our Community, Business, and Labor Roundtables, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-based communications; supporting public outreach; and helping coordinate events to promote the agency's work. In FY 2024/25, we will endeavor to grow our following on various social media platforms (estimates are based in part on past performance trends):

- Instagram: Grow following by 20%
- LinkedIn: Grow following by 10%
- Website: Increase unique website hits by 5%
- Facebook, X (Twitter) and Messenger Newsletter: Grow following by 2%

Communications staff will continue participating in training to advance outreach skills. This year, we plan to continue to:

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- Refine outreach and communications techniques by incorporating the latest engagement techniques for the public, with a focus on racial equity and seeking to engage Equity Priority Communities.
- Enhance/update the agency website and branding. Provide ongoing review of the agency's website (sfcta.org) ensuring content is updated and functionality and reporting features operate in alignment with best practices.
- Support Board and agency experts in thought leadership roles and speaking engagements.
- Support project delivery events (groundbreakings, ribbon cuttings).
- Nominate notable agency and SF projects for industry recognition/awards.

**Audits.** Prepare, procure, and manage fiscal compliance and management audits.

**Budget, Reports, and Financial Statements.** Develop and administer agency budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements.

**Accounting and Grants Management.** Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

**Debt Oversight and Compliance.** Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

**Systems Integration.** Ongoing enhancement and maintenance of the newly migrated enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations and financial reporting.

**Contract Support.** Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings.

**Racial Equity Action Plan.** Continue work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in 2020. The plan identifies over 80 actions for implementation over a multi-year period. This year, the Racial Equity Working Group continues to focus on completing elements of its Racial Equity Action Plan related to retention, promotion, and professional development.. Continue to identify opportunities to further advance racial equity on active projects by developing additional actions focused on outreach and project work.

**Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE).**

Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to

## **Attachment 1 Preliminary Work Program**

qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

**Policies.** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.

**Human Resources.** Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff in multiple areas of project management, communication, and technical skills. We advance agency workplace excellence initiatives through staff working groups, training, and other means.

**Office Management and Administrative Support.** Work with the City's Office of Real Estate to establish a sublease agreement of our current office space under the anticipated City's 21-year lease agreement for multi-city departments as our lease expires June 2025. Maintain facilities and provide procurement of goods and services and administration of services contracts. Continue to document/update office policies, procedures, and guidance for new and existing staff. Staff front desk reception duties.

**Legal Issues.** Manage routine legal issues, claims, and public records requests.

**Information Technology.** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.



**Preliminary Annual Budget by Fund**

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Preliminary Fiscal Year 2024/25 Annual Budget</b>
<b>Revenues:</b>							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues	-	65,918,659	681,176	-	3,889,812	-	70,489,647
<b>Total Revenues</b>	<b>108,930,416</b>	<b>65,918,659</b>	<b>681,936</b>	<b>4,571,999</b>	<b>3,889,812</b>	<b>9,335,978</b>	<b>193,328,800</b>
<b>Expenditures</b>							
Capital Project Costs	135,265,000	68,260,379	764,583	10,341,345	3,735,574	9,934,957	228,301,838
Administrative Operating Costs	7,826,196	4,917,804	47,445	227,275	368,926	180,000	13,567,646
Debt Service Costs	24,983,500	-	-	-	-	-	24,983,500
<b>Total Expenditures</b>	<b>168,074,696</b>	<b>73,178,183</b>	<b>812,028</b>	<b>10,568,620</b>	<b>4,104,500</b>	<b>10,114,957</b>	<b>266,852,984</b>
<b>Other Financing Sources (Uses):</b>	<b>57,525,788</b>	<b>7,259,524</b>	<b>-</b>	<b>-</b>	<b>214,688</b>	<b>-</b>	<b>65,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ (1,618,492)</b>	<b>\$ -</b>	<b>\$ (130,092)</b>	<b>\$ (5,996,621)</b>	<b>\$ -</b>	<b>\$ (778,979)</b>	<b>\$ (8,524,184)</b>
Budgetary Fund Balance, as of July 1	\$ 12,684,383	\$ -	\$ 221,078	\$ 10,177,756	\$ -	\$ 19,411,147	\$ 42,494,364
Budgetary Fund Balance, as of June 30	\$ 11,065,891	\$ -	\$ 90,986	\$ 4,181,135	\$ -	\$ 18,632,168	\$ 33,970,180



**San Francisco  
County Transportation  
Authority**

**Attachment 3  
Preliminary Fiscal Year 2024/25 Annual Budget  
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2023/24 Amended Budget	Preliminary Fiscal Year 2024/25 Annual Budget	Variance from Fiscal Year 2023/24 Amended Budget	% Variance
Sales Tax Revenues	\$ 106,165,000	\$ 108,308,000	\$ 2,143,000	2.0%
Vehicle Registration Fee	4,645,521	4,545,508	(100,013)	-2.2%
Traffic Congestion Mitigation Tax	8,500,000	8,500,000	-	0.0%
Interest Income	1,966,680	1,485,645	(481,035)	-24.5%
Program Revenues				
Federal	49,664,388	34,084,667	(15,579,721)	-31.4%
State	12,931,746	24,891,514	11,959,768	92.5%
Regional and other	4,874,920	11,513,466	6,638,546	136.2%
Other Revenues	65,989	-	(65,989)	N/A
<b>Total Revenues</b>	<b>188,814,244</b>	<b>193,328,800</b>	<b>4,514,556</b>	<b>2.4%</b>
Capital Project Costs	214,743,316	228,301,838	13,558,522	6.3%
Administrative Operating Costs				
Personnel expenditures	9,753,583	10,231,638	478,055	4.9%
Non-Personnel expenditures	3,816,273	3,336,008	(480,265)	-12.6%
Debt Service Costs	21,825,439	24,983,500	3,158,061	14.5%
<b>Total Expenditures</b>	<b>250,138,611</b>	<b>266,852,984</b>	<b>16,714,373</b>	<b>6.7%</b>
<b>Other Financing Sources (Uses)</b>	<b>60,000,000</b>	<b>65,000,000</b>	<b>5,000,000</b>	<b>8.3%</b>
<b>Net change in Fund Balance</b>	<b>\$ (1,324,367)</b>	<b>\$ (8,524,184)</b>	<b>\$ (7,199,817)</b>	
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 43,818,731</b>	<b>\$ 42,494,364</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 42,494,364</b>	<b>\$ 33,970,180</b>		



<b>Preliminary Annual Budget by Fund</b>							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Preliminary Fiscal Year 2024/25 Annual Budget</b>
<b>Revenues:</b>							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	312,059	-	312,059
Congestion Mitigation and Air Quality Improvement Program - YBI Multi-Use Pathway Project	-	2,250,000	-	-	-	-	2,250,000
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	2,612,555	-	2,612,555
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Path	-	239,718	-	-	-	-	239,718
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	697,076	-	-	-	-	697,076
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	6,039,663	-	-	-	-	6,039,663
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	183,762	-	-	-	-	183,762
Surface Transportation Program 3% Revenue and Augmentation	-	1,749,834	-	-	-	-	1,749,834
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	653,139	-	653,139
Active Transportation Program - YBI Multi-Use Path	-	516,630	-	-	-	-	516,630
Planning, Programming & Monitoring SB45 Funds	-	199,000	-	-	-	-	199,000
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	15,615,423	-	-	-	-	15,615,423
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	582,716	-	-	-	-	582,716
Senate Bill 1 Local Partnership Program - YBI Hillcrest Road Improvement Project	-	1,214,434	-	-	-	-	1,214,434
Senate Bill 1 Local Partnership Program - YBI Multi-Use Path	-	240,718	-	-	-	-	240,718
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	3,038,436	-	-	-	-	3,038,436
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	239,806	-	-	-	-	239,806
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	7,860,680	-	-	-	-	7,860,680
BATA - YBI Westside Bridges	-	162,698	-	-	-	-	162,698
CNCA - Decarbonizing Downtown Business Deliveries Study	-	7,497	-	-	-	-	7,497
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
SFPLN - In-Kind (Geary-Fillmore Underpass Study)	-	27,000	-	-	-	-	27,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	312,059	-	312,059
TIDA - YBI Westside Bridges	-	2,387,356	-	-	-	-	2,387,356
Vehicle Registration Fee Revenues (TFCA)	-	-	681,176	-	-	-	681,176
<b>Total Revenues</b>	<b>\$ 108,930,416</b>	<b>\$ 65,918,659</b>	<b>\$ 681,936</b>	<b>\$ 4,571,999</b>	<b>\$ 3,889,812</b>	<b>\$ 9,335,978</b>	<b>\$ 193,328,800</b>





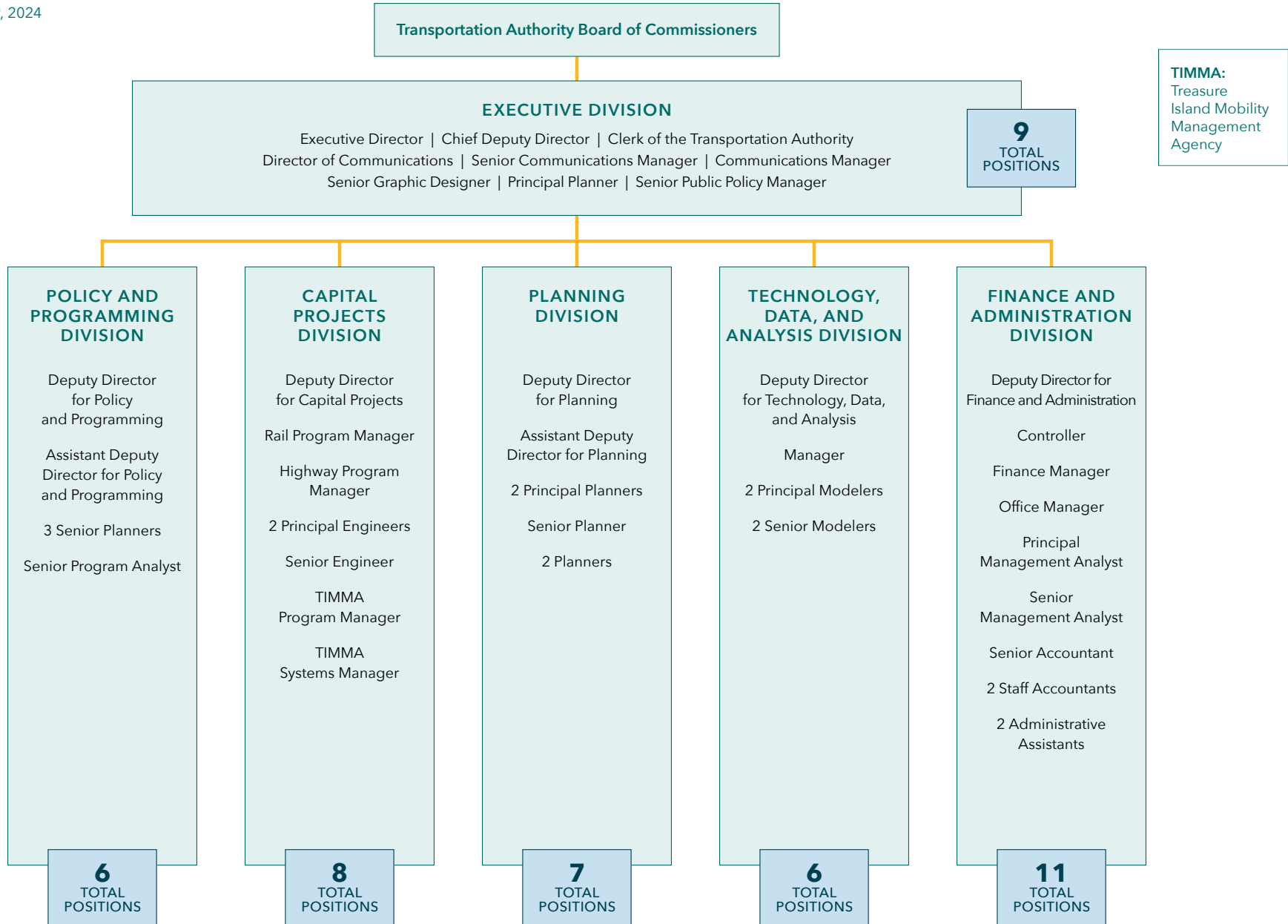
<b>Preliminary Annual Budget by Fund</b>							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Preliminary Fiscal Year 2024/25 Annual Budget</b>
<b>Expenditures:</b>							
<b>Capital Project Costs</b>							
Individual Project Grants, Programs & Initiatives	\$ 133,000,000	\$ -	\$ 764,583	\$ 10,341,345	\$ -	\$ 9,859,957	\$ 153,965,885
Technical Professional Services	2,265,000	68,260,379	-	-	3,735,574	75,000	74,335,953
<b>Administrative Operating Costs</b>							
<b>Personnel Expenditures</b>							
Salaries	2,859,997	3,280,512	31,778	152,227	216,896	120,563	6,661,973
Fringe Benefits	1,409,978	1,617,292	15,667	75,048	106,930	59,437	3,284,352
Pay for Performance	285,313	-	-	-	-	-	285,313
<b>Non-personnel Expenditures</b>							
Administrative Operations	2,989,008	20,000	-	-	42,000	-	3,051,008
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
<b>Debt Service Costs</b>							
Fiscal Charges	255,000	-	-	-	-	-	255,000
Interest Expenses	9,603,500	-	-	-	-	-	9,603,500
Bond Principal Payment	15,125,000	-	-	-	-	-	15,125,000
<b>Total Expenditures</b>	<b>\$ 168,074,696</b>	<b>\$ 73,178,183</b>	<b>\$ 812,028</b>	<b>\$ 10,568,620</b>	<b>\$ 4,104,500</b>	<b>\$ 10,114,957</b>	<b>\$ 266,852,984</b>
<b>Other Financing Sources (Uses):</b>							
Transfers in - Prop K Match to Grant Funding	-	7,259,524	-	-	214,688	-	7,474,212
Transfers out - Prop K Match to Grant Funding	(7,474,212)	-	-	-	-	-	(7,474,212)
Draw on Revolving Credit Agreement	65,000,000	-	-	-	-	-	65,000,000
<b>Total Other Financing Sources (Uses)</b>	<b>57,525,788</b>	<b>7,259,524</b>	<b>-</b>	<b>-</b>	<b>214,688</b>	<b>-</b>	<b>65,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ (1,618,492)</b>	<b>\$ -</b>	<b>\$ (130,092)</b>	<b>\$ (5,996,621)</b>	<b>\$ -</b>	<b>\$ (778,979)</b>	<b>\$ (8,524,184)</b>
Budgetary Fund Balance, as of July 1	\$ 12,684,383	\$ -	\$ 221,078	\$ 10,177,756	\$ -	\$ 19,411,147	\$ 42,494,364
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 11,065,891</b>	<b>\$ -</b>	<b>\$ 90,986</b>	<b>\$ 4,181,135</b>	<b>\$ -</b>	<b>\$ 18,632,168</b>	<b>\$ 33,970,180</b>
Fund Reserved for Program and Operating Contingency	\$ 10,830,800	\$ -	\$ 68,118	\$ 454,551	\$ -	\$ 850,000	\$ 12,203,468

# Proposed Agency Structure 47 STAFF POSITIONS



San Francisco  
County Transportation  
Authority

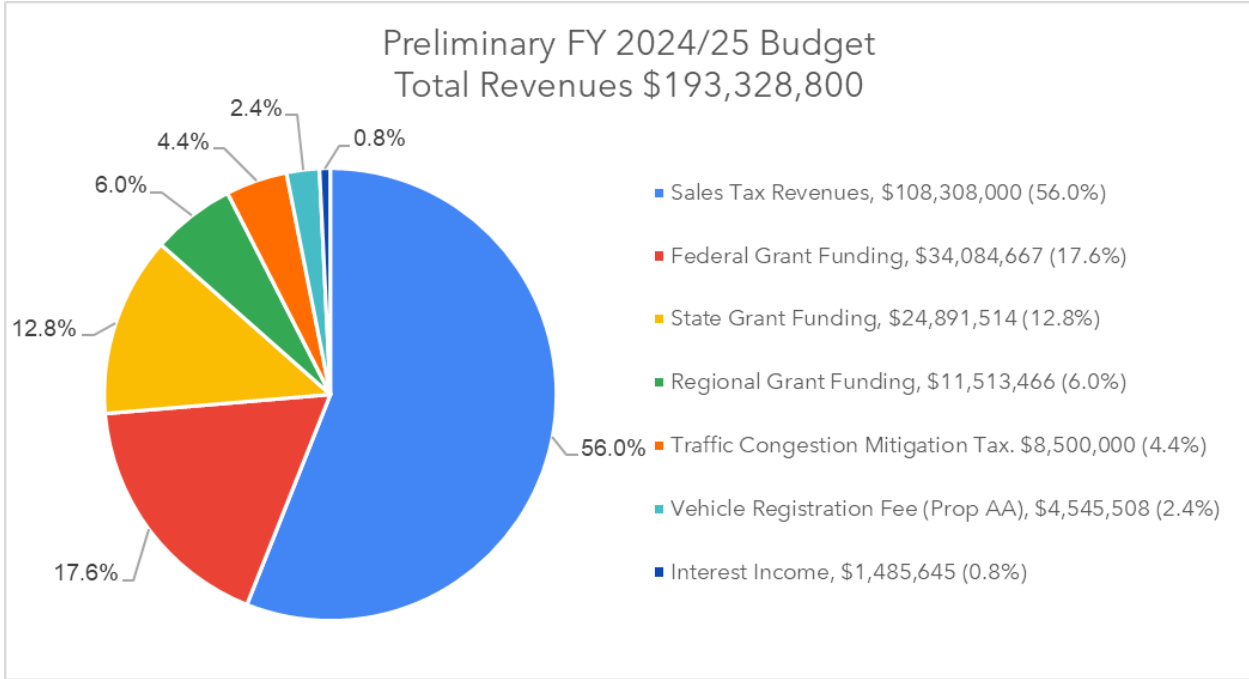
Revised April 19, 2024



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**TOTAL PROJECTED REVENUES..... \$193,328,800**

The following chart shows the composition of revenues for the preliminary Fiscal Year (FY) 2024/25 budget.



**Prop L Sales Tax Revenues: .....\$108,308,000**

In November 2022, San Francisco voters approved Prop L, the imposition of a retail transactions and use tax of one-half of 1% in the City and County of San Francisco to fund the Prop L Expenditure Plan. The 30-year expenditure plan extends through March 31, 2053, prioritizes \$2.6 billion (in 2020 dollars) and helps San Francisco projects leverage another \$23.7 billion in federal, state, regional and other local funding for transportation projects. The expenditure plan restricts expenditures to five major categories: 1) Major Transit Projects; 2) Transit Maintenance and Enhancements; 3) Paratransit; 4) Streets and Freeways; and 5) Transportation System Development and Management. Prop L superseded the Prop K Expenditure Plan on April 1, 2023.

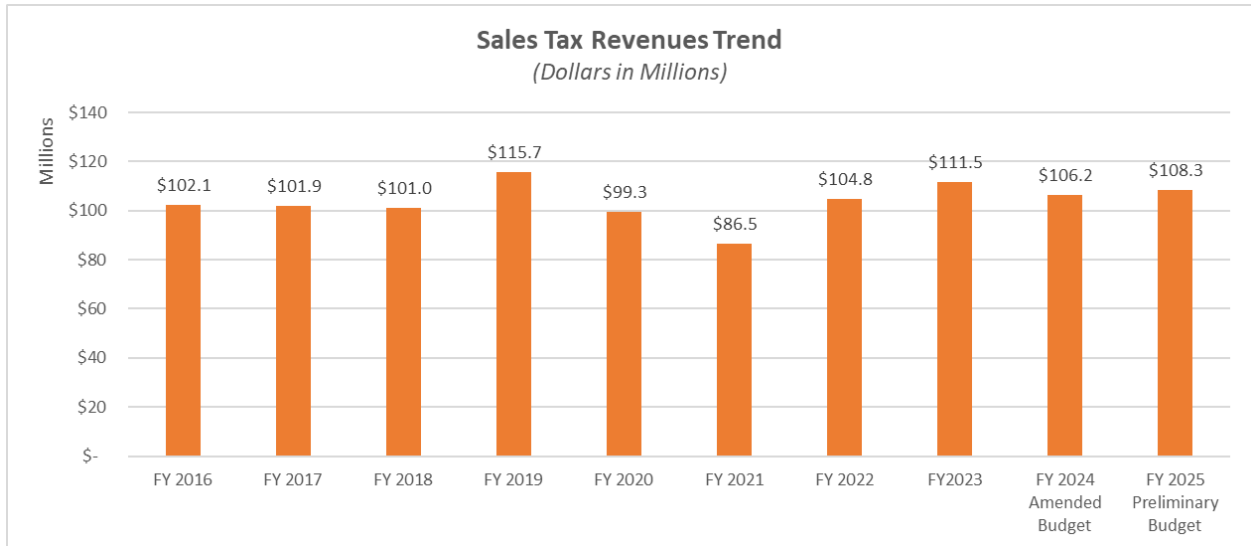
Based on sales tax receipts collected through February 2024, sales tax revenues are on track to meet the amended sales tax revenues budgeted in FY 2023/24 of \$106.2 million. We project that FY 2024/25 sales tax revenues to increase by 2.0%, or \$2.1 million as compared to the amended budget revenues for FY 2023/24. This 2% increase represents a flattening in sales tax growth compared to the past few years of pandemic recovery. Many jurisdictions throughout the state have seen declining sales tax revenues in recent quarters (including the Transportation Authority). However, a large part of the reasons for these declines were

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various short-term pandemic related effects that are anticipated to go away. For example, relative price changes for new and used cars and gas prices have largely worked their way through the system and the FY 2024/25 year is anticipated to return back to more normal price levels. Inflation will continue to be a factor in sales tax growth in FY 2024/25 with anticipated price increase levels in the 2% to 4% range depending on the price index used. Also, the return to the workplace, business travel, and international travel all have been returning slower than anticipated. Lastly, the recent slowdown in the economy (due to higher interest rates and other factors) is expected to end and the overall economy is expected to start to pick up to more normal growth levels in FY 2024/25. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

This chart reflects the eight-year historical and two-year budgeted receipts for sales tax revenues.



**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**

**Revenues:.....\$4,545,508**

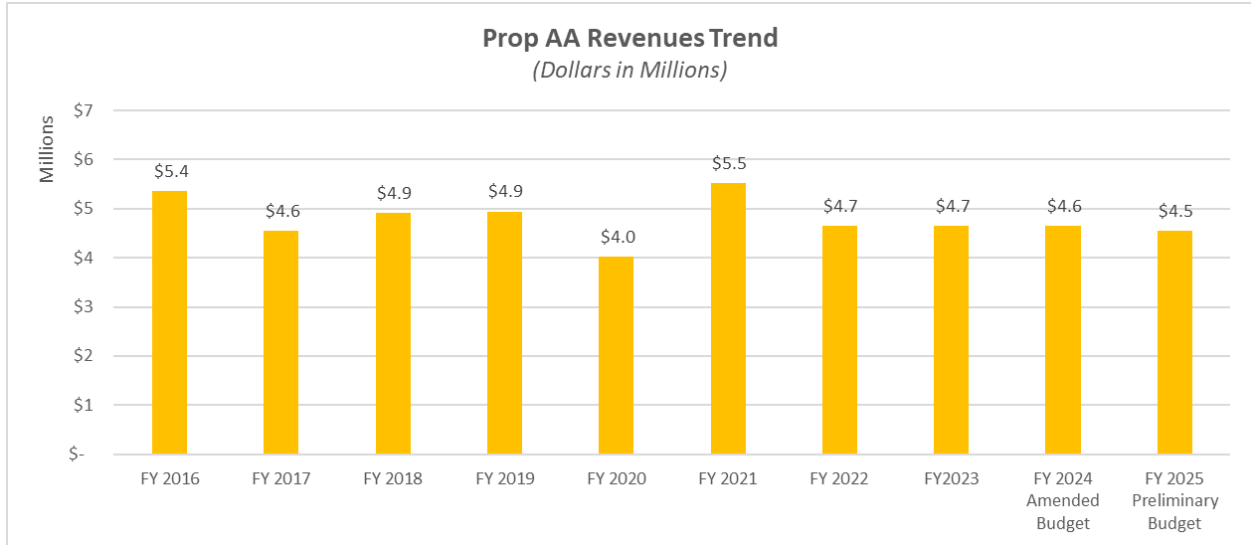
The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

Based on actual revenues for FY 2021/22 and FY 2022/23, and FY 2023/24 revenues to date, we project FY 2024/25 Prop AA revenues will be 2.2% lower than the amended budget revenues for FY 2023/24, which was based on actual revenues for FY 2020/21, FY 2021/22, and the first six months of FY 2022/23. This decline in revenues is due to having fewer

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vehicles registered in San Francisco, which is consistent with declining population trends that we have seen during and following the pandemic. This amount is net of the Department of Motor Vehicles’ charges for the collection of these fees.

This chart reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.



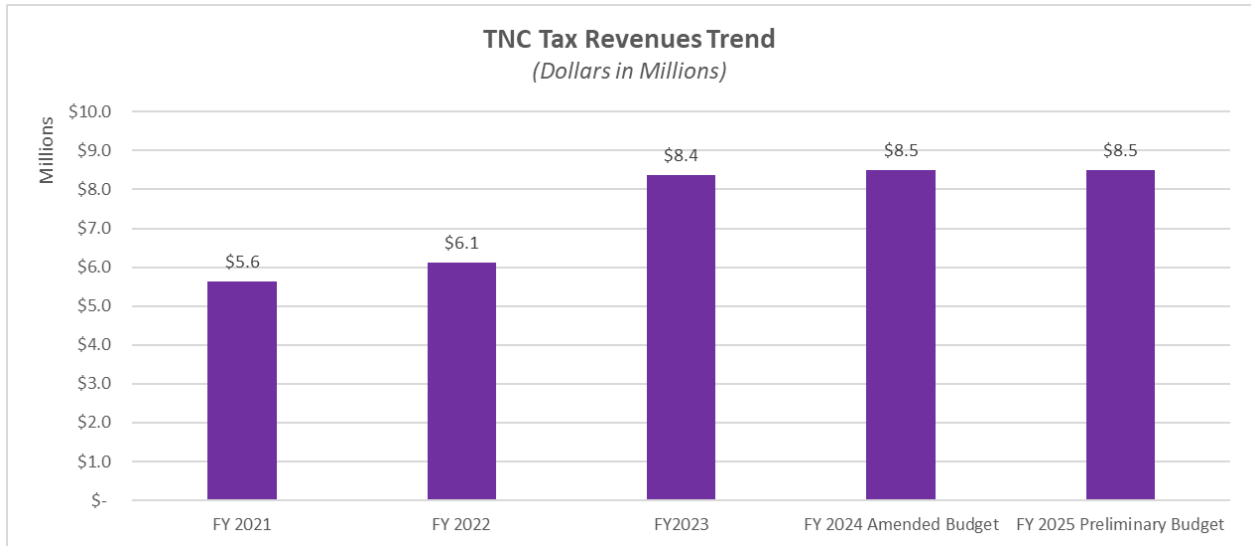
**Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... \$8,500,000**

The Proposition D Traffic Congestion Mitigation Tax was passed by San Francisco voters in November 2019. The measure, also referred to as the TNC Tax, is a surcharge on commercial ride-hail trips that originate in San Francisco, for the portion of the trip within the city. The tax also applies to private transit companies and rides given by autonomous vehicles commercially. Single occupant trips are taxed at 3.25%, with electric vehicle trips receiving a discount to 1.5% through 2024. Shared trips are taxed at 1.5%. The tax is in effect until November 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users’ safety in the public right-of-way in support of the City’s Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on revenues earned through January 2024 and through continuous discussions and coordination with the City’s Controller’s Office and the SFMTA, TNC Tax revenues for FY 2024/25 are projected at a similar level as in the amended budget for FY 2023/24. TNC Tax revenues are aligned with the City’s Controller’s Office estimates in the FY 2023/24 Six-Month Budget Status Report.

This chart reflects the three-year historical and two-year budgeted receipts for the Transportation Authority’s share of TNC Tax revenues.

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Note: FY 2020/21 TNC Tax Revenues include \$2.5 million covering January to June 2020 that was received in October 2020.

**Interest Income:..... \$1,485,645**

Most of our investable assets are deposited in the City’s Treasury Pool (Pool). The level of our deposits held in the pool during the year depends on the volume and level of Sales Tax capital project reimbursement requests. Our cash balance consists largely of allocated Sales Tax funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2024/25 budget for interest income shows a \$481,035 or 24.5%, decrease as compared to FY 2023/24 which is mainly due to an anticipated lower bank balance in the Pool accounts at the start of FY 2024/25, thus less interest earned on the deposits. The budget does not include any adjustments that would occur due to Governmental Accounting Standards Board Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

**Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$65,918,659**

The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City’s future transportation investment decisions; monitoring and measuring traffic congestion levels in the city; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City’s priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

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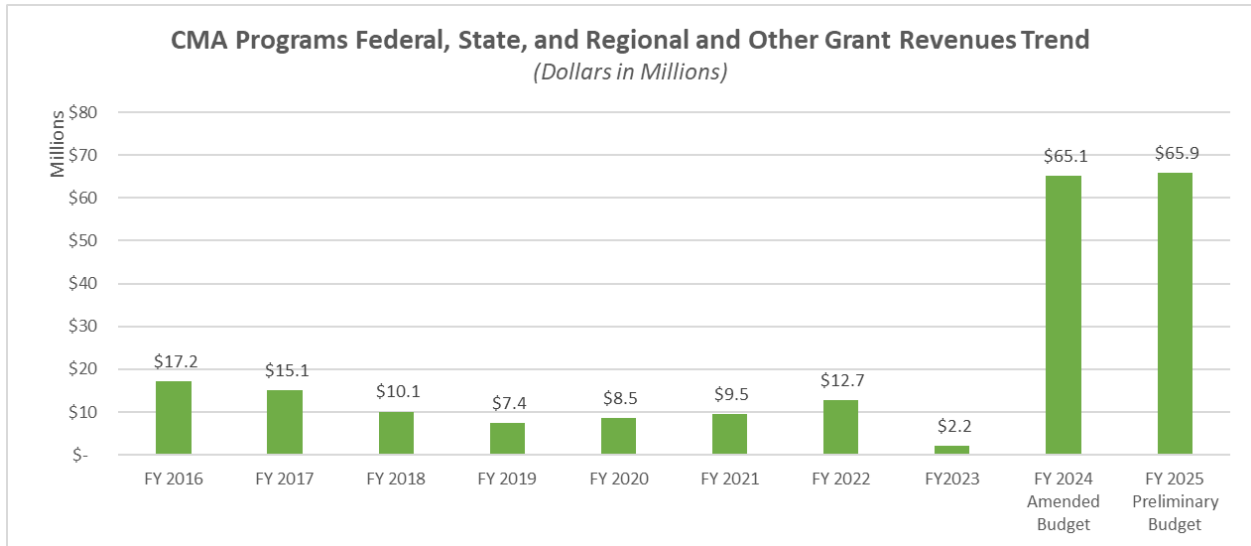
### Line Item Descriptions

The CMA program revenues for FY 2024/25 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from agencies such as the MTC, the California Department of Transportation (Caltrans), and the United States Department of Transportation (USDOT). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, YBI Hillcrest Road Improvement Project, YBI Multi-Use Path Project, and Geary-Fillmore Underpass Community Planning Study. Other funding sources, such as federal Surface Transportation Program (STP) funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan update and the Congestion Management Program. Regional CMA program revenues include City agency contributions for projects such as travel demand model services provided to City agencies in support of various projects and Bay Area Toll Authority (BATA) contributions for projects such as the Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project.

The FY 2024/25 budget includes \$55.4 million from federal and state funding in the CMA program revenues. Some of the major drivers of the federal and state funding for FY 2024/25 are YBI West Side Bridges Project (\$31.7 million), YBI Hillcrest Road Improvements Project (\$16.8 million), projects funded by the STP funds as mentioned above (\$1.7 million), YBI Multi-Use Path Project (\$3.2 million), and Geary-Fillmore Underpass Community Planning Study (\$697,076). This is a \$6.3 million decrease as compared to FY 2023/24, largely due to the anticipated final collection of \$24.5 million in federal and state reimbursements from Caltrans for the YBI Southgate Road Realignment Project in FY 2023/24. This absence of collection in FY 2024/25 is offset by an increase of \$11.6 million for construction activities in the YBI Hillcrest Road Improvements Project, an increase of \$3.3 million for construction activities in the YBI West Side Bridges Project, an increase of \$1.9 million for design work in the YBI Multi-Use Path Project, and the addition of \$697,076 for the new Geary-Fillmore Underpass Community Planning Study. The budget for CMA program revenues also includes \$10.5 million from regional and other funding, a \$7.1 million increase as compared to FY 2023/24 largely due to an increase in regional funding from the BATA and Treasure Island Development Authority for construction activities in the Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project.

This chart reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

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**Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$681,176**

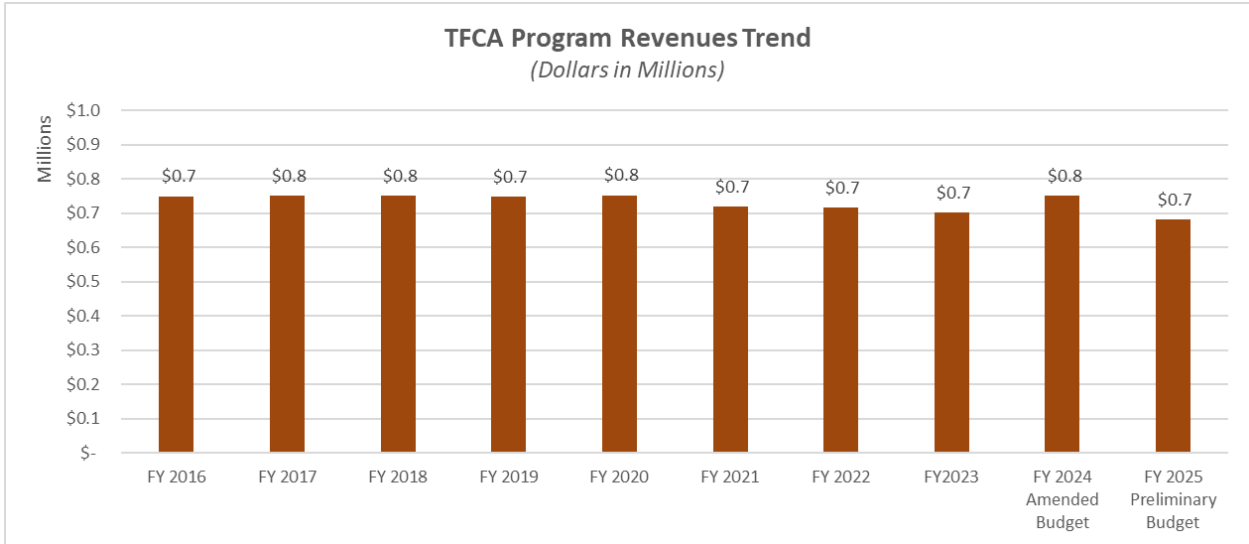
On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the county share (40 Percent Fund) of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The \$681,176 of TFCA revenues in FY 2024/25 from vehicle registration fees are in line with the trends we expect for Prop AA, which is also funded by a vehicle registration fee and reflects a slight decline in TFCA revenues in FY 2024/25 due to downward population trends. The Bay Area Quality Management District (Air District), which administers these revenues, also reprogrammed \$3,194 of de-obligated funds from past fiscal years to revenues in FY 2024/25. TFCA revenues for FY 2024/25 together with the additional reprogrammed funds are expected to decrease by 27.7% compared to FY 2023/24, due to significantly less reprogrammed funds.

This chart reflects the eight-year historical and two-year budgeted receipts for TFCA program revenues.



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Line Item Descriptions



**Treasure Island Mobility Management Agency (TIMMA) Program**

**Revenues:.....\$3,889,812**

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project. The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA’s functions from the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority.

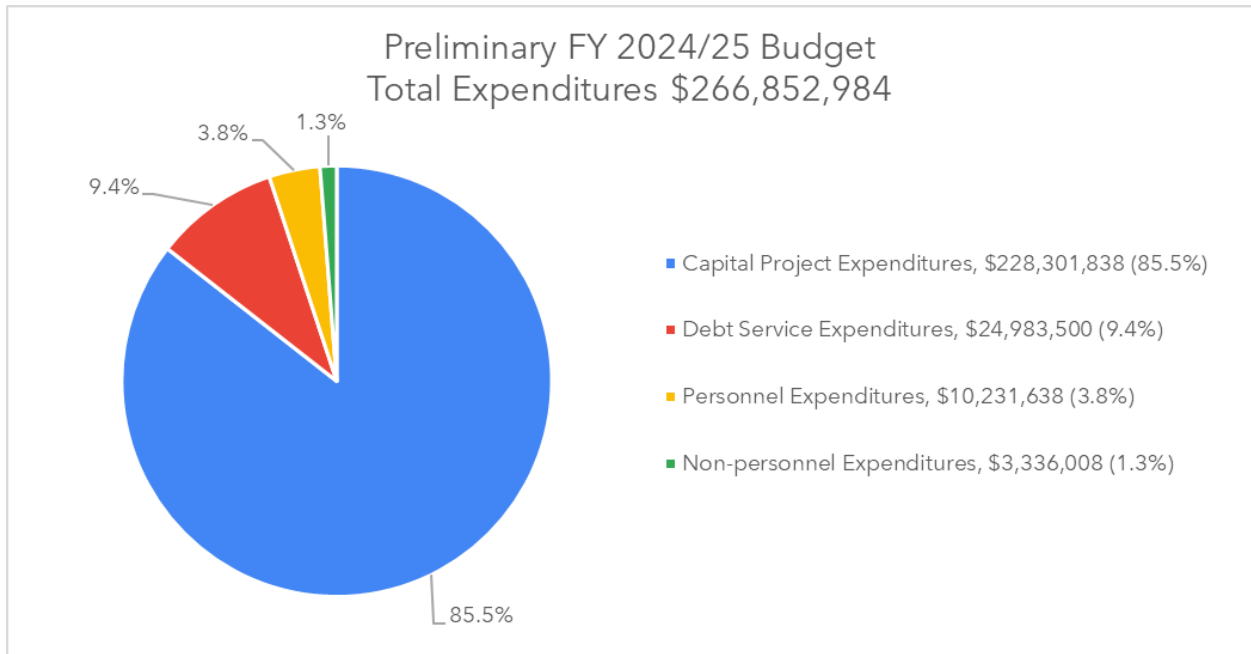
The TIMMA FY 2024/25 revenues will be presented as a separate item to the TIMMA Committee and Board at their upcoming June meetings.

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Line Item Descriptions

**TOTAL PROJECTED EXPENDITURES..... \$266,852,984**

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of \$228.3 million, Administrative Operating Expenditures of \$13.6 million, of which \$10.2 million is for Personnel Expenditures and \$3.3 million is for Non-personnel Expenditures, and Debt Service Expenditures of \$25 million.

The following chart shows the composition of expenditures for the preliminary FY 2024/25 budget.



**CAPITAL PROJECT EXPENDITURES..... \$228,301,838**

Capital project expenditures in FY 2024/25 are budgeted to increase from the FY 2023/24 amended budget by an estimated 6.3%, or \$13.6 million, which is primarily due to anticipated higher capital expenditures for the CMA Programs. Expenditures by Program Fund are detailed below.

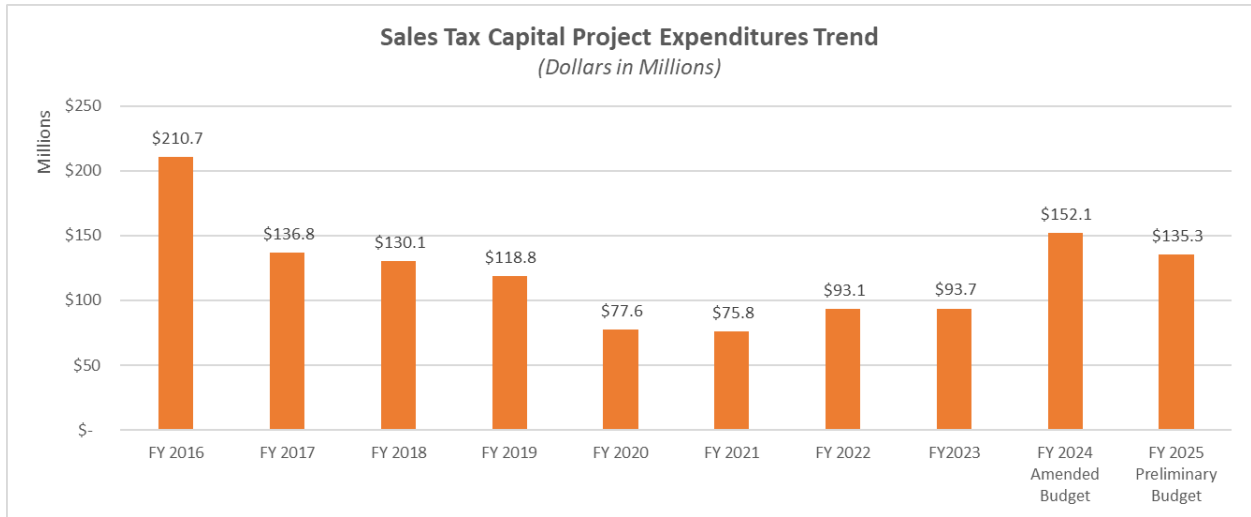
**Sales Tax Program Expenditures:..... \$135,265,000**

The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to maintain up-to-date project reimbursement schedules for the existing Prop K grants (which carryforward into Prop L) with large remaining balances as well as the expected timing for reimbursements and new allocations of Prop L funds. The primary drivers of Sales Tax capital expenditures for FY 2024/25 are SFMTA’s Muni maintenance, rehabilitation and replacement projects, which include various projects such as Motor Coach procurement and facilities projects like Modernization of Potrero and Presidio Yards (\$20 million), and Light Rail

## Attachment 6 Line Item Descriptions

Vehicle (LRV) procurement (\$12 million); SFMTA’s Paratransit operations(\$12.7 million), BART’s Next Generation Fare Gates (\$9.3 million), various Caltrain state of good repair initiatives (\$9.2 million), The Portal (Downtown Rail Extension) (\$7.9 million with another \$10 million potentially to be allocated in FY 2024/25), SF Public Works' Pavement Renovation projects (\$7.5 million), SFMTA’s L-Taraval Transit Enhancements (\$6.3 million), and Better Market Street (\$4 million).

This chart reflects the eight-year historical and two-year budgeted sales tax program capital expenditures.



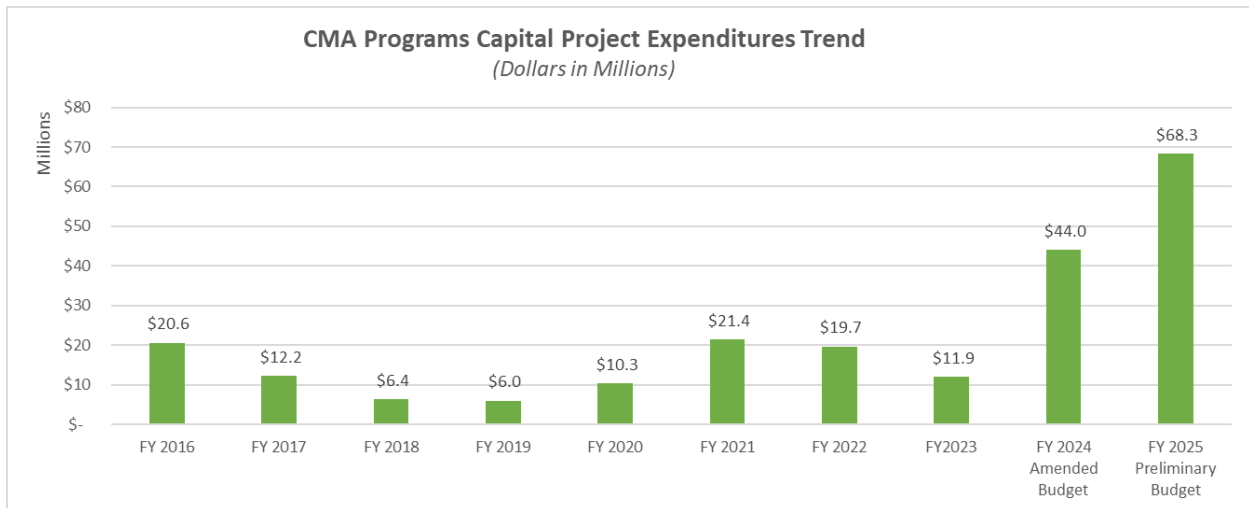
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Line Item Descriptions

**CMA Programs Expenditures:..... \$68,260,379**

This line item includes construction activities and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various projects such as YBI Hillcrest Road Improvement Project, YBI Multi-Use Path Project, and I-280/Ocean Avenue South Bound Off-ramp Realignment Project. Also included is the YBI West Side Bridges and Torpedo Building Rehabilitation work and Pier E-2 work of the YBI Southgate Road Realignment Project.

Expenditures in FY 2024/25 are budgeted to increase by 55.2%, or \$24.3 million, as compared to FY 2023/24 amended budget. This increase is primarily due to increased construction activities for the YBI Hillcrest Road Improvement Project of \$12.2 million in capital expenditures. In addition, this line item budget includes increased construction activities of \$6.7 million for the Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, increased construction activities of \$3.3 million for the YBI West Side Bridges Project, and increased design work of \$1.9 million for the YBI Multi-Use Path Project.

This chart reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.



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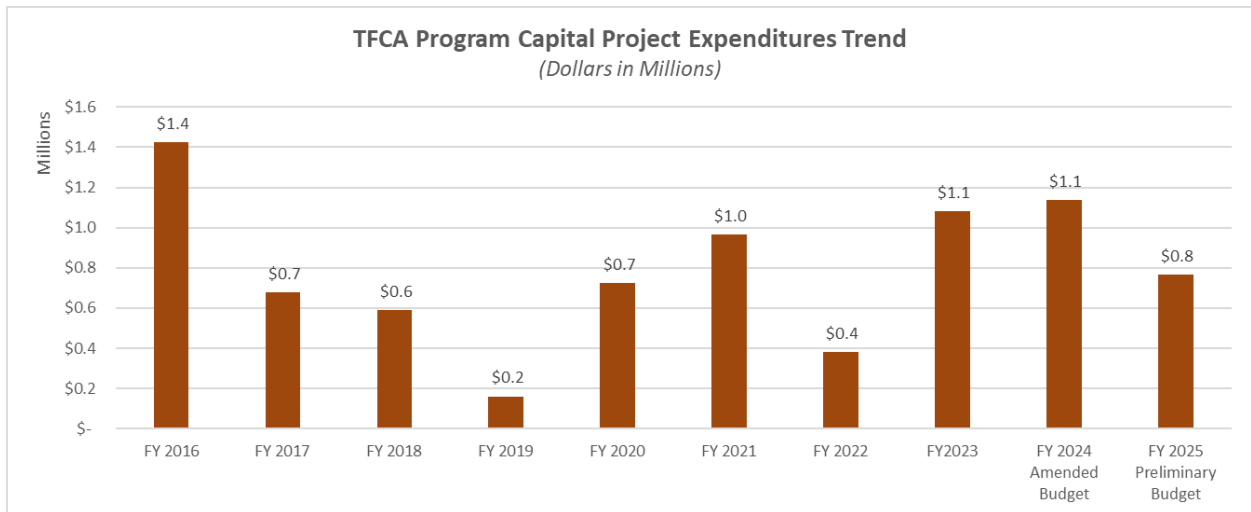
#### Line Item Descriptions

**TFCA Program Expenditures:..... \$764,583**

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2024/25 projects, anticipated to be approved by the Board in July 2024, carryover prior year projects with multi-year schedules and FY 2023/24 projects that are taking longer to complete than originally anticipated.

This year’s budget of \$764,583 is lower than the FY 2023/24 amended budget by 32.7% or \$371,828, due to projects that are expected to complete significant amounts of work in FY 2023/24, such as SFMTA’s Short-Term Bike Parking and EVgo’s Mixed Use Building Fast Charging.

This chart reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.



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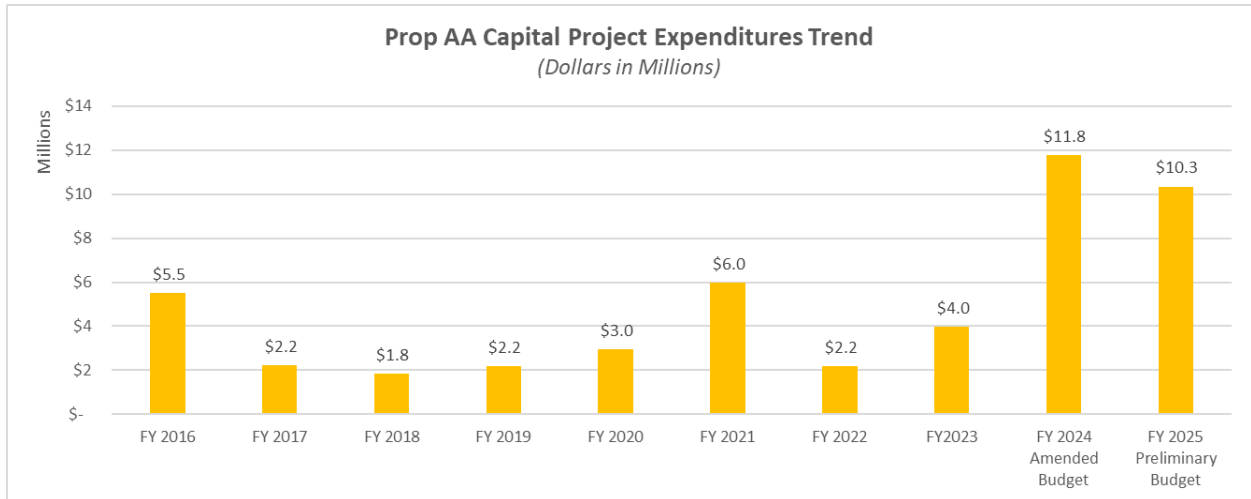
Line Item Descriptions

**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**  
**Expenditures: .....\$10,341,345**

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include FY 2024/25 projects programmed in the Prop AA Strategic Plan, carryover prior year projects with multi-year schedules, and other projects that will not be completed as anticipated by the end of FY 2023/24. The largest capital project expenditures include SFMTA’s 29 Sunset Improvement Project (Phase 1), and San Francisco Public Works’ 23<sup>rd</sup> Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation, Mission and Geneva Pavement Reconstruction, and Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation.

For FY 2024/25, we expect expenditures to decrease by 12.1%, or \$1.4 million, as compared to the FY 2023/24 amended budget of \$11.8 million. This decrease is expected as some large projects, such as SFMTA’s L-Taraval and SFPW’s Richmond paving projects, have progressed past their most active periods.

This chart reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



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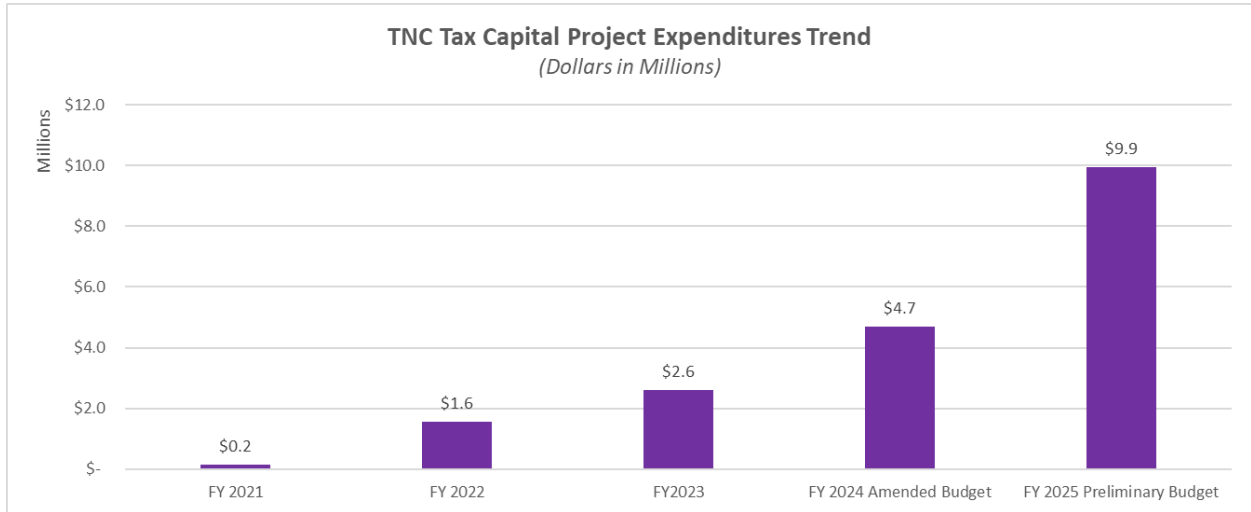
Line Item Descriptions

**Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:..... \$9,934,957**

On April 26, 2023, the Board adopted the TNC Tax Program Guidelines and the programming of \$21.3 million in TNC Tax revenues in FY 2022/23 and FY 2023/24 to the SFMTA’s Vision Zero Quick-Build Program and the Application-Based Residential Traffic Calming Program.

Capital Project Costs for the TNC Tax Program in FY 2024/25 are expected to increase by 112.2%, or \$5.3 million, which is based on recent allocations for SFMTA’s Vision Zero Quick-Build Program and Residential Traffic Calming Program, as well as anticipated allocations to both programs, and their associated project schedules.

This chart reflects the three-year historical and two-year budgeted TNC Tax capital project expenditures.



**TIMMA Program Expenditures:.....\$3,735,574**

The TIMMA FY 2024/25 expenditures will be presented as a separate item to the TIMMA Committee and Board at the upcoming June meetings.

**ADMINISTRATIVE OPERATING EXPENDITURES..... \$13,567,646**

Administrative operating expenditures in FY 2024/25 are budgeted to decrease from the FY 2023/24 amended budget by \$2,210. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture, and fixtures expenditures.

**Personnel:..... \$10,231,638**

Personnel costs are budgeted at a higher level by 4.9% as compared to the FY 2023/24 amended budget, reflecting a budget of 42 full-time equivalents. This increase is primarily due to the budgeting of various positions for a partial year that resulted from unexpected staff departures (Director of Communications, Assistant Deputy Director for Capital Projects

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(now reclassified as Highway Program Manager), Clerk of the Transportation Authority, and a Transportation Planner) and the delayed hiring of vacancies (Rail Program Principal Engineer, a Principal Transportation Planner, and two Transportation Planners) during the FY 2023/24 that are now budgeted at full-time in FY 2024/25, with the exception of the Highway Program Manager. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above. Personnel costs budgeted under the Treasure Island Mobility Management Agency (TIMMA) program will be reflected in the Transportation Authority budget, as relevant, after it is presented to the TIMMA Committee. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

**Non-Personnel:..... \$3,336,008**

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

Non-personnel expenditures in FY 2024/25 are budgeted to decrease from the FY 2023/24 amended budget by an estimated 12.6%, or \$480,265. This is mainly due to the completion of the migration of the new enterprise resource planning system (business management and accounting software) and a decrease in legal costs.

**DEBT SERVICE COSTS..... \$24,983,500**

The Transportation Authority has a \$125 million Revolving Credit Loan Agreement with U.S. Bank National Association and the full balance is currently available to draw upon for Sales Tax capital project costs. This line item assumes fees and interests related to the expected full drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$15.1 million and interest payments of \$9.6 million related to our 2017 Sales Tax Revenue Bonds and anticipated drawdowns from the Revolving Credit Loan Agreement, and other costs associated with our debt program. Since our current Revolving Credit Loan Agreement expires in October 2024, the line item also includes costs associated with entering into a new short-term borrowing



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facility. Debt service expenditures in FY 2024/25 are budgeted to increase from the FY 2023/24 amended budget by an estimated 14.5% or \$3.2 million.

**OTHER FINANCING SOURCES/USES..... \$65,000,000**

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2024/25 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted for a \$60 million drawdown from the Revolving Credit Loan Agreement in our FY 2023/24 amended budget. The estimated level of sales tax capital expenditures for FY 2024/25 may trigger the need to drawdown up to an additional \$65 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$7.5 million among the sales tax, CMA, and TIMMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI Hillcrest Road Improvement Project, I-280 Ocean Avenue Southbound Off-Ramp Realignment, Bayview Caltrain Station Location Study, Inner Sunset Safety and Circulation Study, and Travel Demand Management Market Analysis projects.

**BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$12,203,468**

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.8 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside \$68,118 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; \$454,551 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and \$850,000 or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.

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**AGENDA ITEM 7**

**State Legislation - April 2024**

(Updated April 11, 2024)

To view documents associated with the bill, click the bill number link.

[\[Recommended positions approved on April 16, 2024 \(Res. 24-37\)\]](#)

Staff is recommending final approval on first appearance of new support and seek amendments positions on Assembly Bill (AB) 1777 (Ting), AB 3061 (Haney), and Senate Bill (SB) 1031 (Wiener, Wahab) as shown in **Table 1**. AB 1777 and AB 3061 are currently on the Transportation Authority’s Watch list. SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab), both of which were previously on our watch list, but will be dropped given consolidation of the bills into SB 1031.

We recommend final approval on first appearance for the three new positions so the Transportation Authority can strategically show support for these bills giving upcoming hearings (see Table 1 below) as we continue to work closely with bill authors and sponsors to provide input on bill language.

**Table 2** provides an update on AB 1837 (Papan), which is on the Transportation Authority’s Watch list.

**Table 3** shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

**Table 1. Recommended New Positions**

Recommended Positions	Bill # Author	Title and Summary
<p>Support and Seek Amendments  (was previously on Watch list)</p>	<p><a href="#">AB 1777</a> <a href="#">Ting D</a></p>	<p><b>Autonomous vehicles.</b></p> <p>AB 1777 would require a manufacturer to certify that, among other things, the autonomous vehicle (AV) is capable of responding to and complying with requirements about communications between the manufacturer and law enforcement officers, emergency responders, and traffic control officers. The bill would address how AVs are expected to comply with California Vehicle Code traffic laws and consequences whenever a vehicle violates those laws. It would require a manufacturer to submit to the Department of Motor Vehicles (DMV) a report summarizes specified activities of the AVs on a quarterly basis. It would authorize the DMV to assess incremental enforcement measures against the manufacturer, including restrictions on geographic area, operating hours, roadway type, speed, or weather conditions.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA) and the City Attorney’s Office. We have proposed substantive language to the Assemblymember’s office to address concerns around AV enforcement, permitting, and data transparency. We understand that amendments to the bill are pending in advance of an April 22 hearing at the Assembly Transportation Committee.</p>



<p>Support and Seek Amendments  (was previously on Watch list)</p>	<p><a href="#">AB 3061</a> <a href="#">Haney</a> D</p>	<p><b>Vehicles: Autonomous vehicle incident reporting.</b></p> <p>AB 3061 would require AV manufacturers to report to the DMV any vehicle collision, traffic violation, or disengagement of the automated driving system. The bill would require these reports to be submitted on a timeline adopted by the DMV and would require publication in an electronic, open, and machine-readable format. It would require the creation and publication of an AV incident form and a form to allow for the aggregate analysis of AV safety by no later than July 1, 2025. The bill would allow the DMV to impose fines for violations of the reporting provisions and could suspend or revoke the testing and deployment permit of any manufacturer while an investigation of any violations is pending. The bill would also authorize members of the public or public entities to submit an AV incident report to the DMV. The bill’s sponsors are the Teamsters and the Consumer Attorneys of California.</p> <p>We have been working closely with the author and bill sponsors on recommendations for legislative requirements that would ensure greater transparency of AV testing and deployment. Our goal is to ensure AV companies are reporting on key safety metrics as well as other metrics such as vehicle miles traveled that would help the DMV and local jurisdictions better understand AVs’ impacts on public roadways. The author has invited Transportation Authority staff to serve as a technical witness at the bill’s April 15 Assembly Transportation Committee hearing.</p>
<p>Support and Seek Amendments</p>	<p><a href="#">SB 1031</a> <a href="#">Wiener,</a> <a href="#">Wahab</a> D</p>	<p><b>San Francisco Bay Area: local revenue measure: transportation improvements.</b></p> <p>SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab) and replaces their intent language with the first round of substantive amendments. The bill would authorize the Metropolitan Transportation Commission (MTC) to place a regional revenue measure on the ballot as soon as November 2026, assign duties and authorities to the MTC for regional transit network management, require preparation of an assessment and plan for consolidation of Bay Area transit agencies, and modify existing statute related to the Bay Area commute benefits ordinance. Eligible expenditures for the revenue measure include transit transformation (both capital and operating support), safe streets, connectivity, and climate resilience. MTC is the bill’s sponsor.</p> <p>We are working directly with the authors’ offices and participating in MTC’s working group to provide input. The MTC / ABAG Legislation Committee will discuss potential substantive amendments at a meeting on April 12, prior to an April 21 Senate Committee on Transportation hearing. Amendments we are seeking include ensuring that MTC regional network management policies and regulations do not result in any unfunded mandates for transit operators; ensuring that transit operators are fairly represented in the regional network management governance structure; and substantively revising the transit consolidation assessment language to include a clear problem statement and objectives that do not presuppose an outcome, to broadly define consolidation (e.g. from functional consolidation to consolidation of 2 or more operators), and to recognize that consolidation may not be the only or most appropriate solution for each problem. Please refer to the attached slide deck for more information on SB 1031.</p>



**AGENDA ITEM 7**

**Table 2. Notable Updates on Bills in the 2023-2024 Session**

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 1837</a> <a href="#">Papan</a> D	<p><b>San Francisco Bay Area: public transit: Regional Network Management Council.</b></p> <p>Previously this was an intent bill to encourage coordination and collaboration among Bay Area transit agencies. It has subsequently been amended to create a Bay Area Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies and provide executive guidance on actionable implementation plans to improve Bay Area transit. The bill would require MTC to facilitate the creation of the council as an advisory body.</p> <p>Currently the list of council membership includes the MTC Executive Director and ten transit agency Executive Directors and General Managers. Membership is specified for executives from BART; Caltrain; the Santa Clara Valley Transportation Authority; AC Transit; the Golden Gate Bridge, Highway, and Transportation District; SamTrans; and three other transit operator executives to be appointed by the council in the future. This essentially codifies the membership of MTC’s existing Regional Network Management Council, minus the inclusion of a seat for SFMTA. The author has indicated that she is working on language that would also specify a representative from SFMTA. We will keep an eye out for that amendment.</p>

**Table 3. Bill Status for Positions Taken in the 2023-24 Session**

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board’s last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 04/10/2024)
Support	<a href="#">SB 532</a> <a href="#">Wiener</a> D	<p><b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b></p> <p>Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.</p>	Assembly Appropriations
	<a href="#">SB 915</a> <a href="#">Cortese</a> D	<p><b>Local government: autonomous vehicles.</b></p> <p>Prohibits an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state.</p>	Senate Local Government Committee



## AGENDA ITEM 7

Watch	<a href="#">AB 6 Friedman</a> D	<p><b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</b></p> <p>Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.</p>	Senate Transportation
	<a href="#">AB 7 Friedman</a> D	<p><b>Transportation: planning: project selection processes.</b></p> <p>Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.</p>	Senate Inactive
	<a href="#">AB 1777 Ting</a> D  <b>Recommending support and seek amendments (see Table 1).</b>	<p><b>Autonomous vehicles.</b></p> <p>Amended to require AV manufacturers to comply with the Vehicle Code, certify AV capability around interactions with first responders, and provide information that advances transparency. Allows the DMV to suspend, revoke, or impose incremental enforcement measures if these provisions are violated.</p> <p>As reported last month, we are working closely with the author, SFMTA, and the City Attorney's Office, and have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency.</p>	Assembly Transportation
	<a href="#">AB 1837 Papan</a> D	<p><b>San Francisco Bay area: public transportation.</b></p> <p>Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.</p>	Assembly Transportation
	<a href="#">AB 2813 Aguiar-Curry</a> D	<p><b>Government Investment Act.</b></p> <p>Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens' oversight committee.</p>	Assembly Local Government



**AGENDA ITEM 7**

	<p><a href="#">AB 3061</a> <a href="#">Haney</a> D</p> <p><b>Recommending support and seek amendments (see Table 1).</b></p>	<p><b>Vehicles: Autonomous vehicle (AV) incident reporting.</b></p> <p>Requires AV manufacturers to report to the California DMV any vehicle collision, traffic violation, or disengagement, and authorizes the DMV to impose fines for violations of the bill’s provisions and suspend testing and deployment permits.</p> <p>As reported last month, we are working closely with the author and have proposed substantive language to the Assemblymember’s office regarding data transparency.</p>	<p>Assembly Transportation</p>
	<p><a href="#">SB 925</a> <a href="#">Wiener</a> D</p>	<p><b>San Francisco Bay area: local revenue measure: transportation improvements.</b></p> <p>Previously stated an intent to authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network.</p> <p>This bill has been superseded by SB 1031 and has been amended to address legislative review of state agency action.</p>	<p><i>Gutted and amended. <b>Bill to be removed from Watch list.</b></i></p>
	<p><a href="#">SB 926</a> <a href="#">Wahab</a> D</p>	<p><b>San Francisco Bay area: public transportation.</b></p> <p>Previously would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies.</p> <p>This bill has been superseded by SB 1031 and has been amended to address the distribution of intimate images.</p>	<p><i>Gutted and amended. <b>Bill to be removed from Watch list.</b></i></p>

<sup>1</sup>Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee.

# Senate Bill 1031

The Connect Bay Area Act



San Francisco  
County Transportation  
Authority

Community Advisory Committee — Agenda Item 7  
April 24, 2024

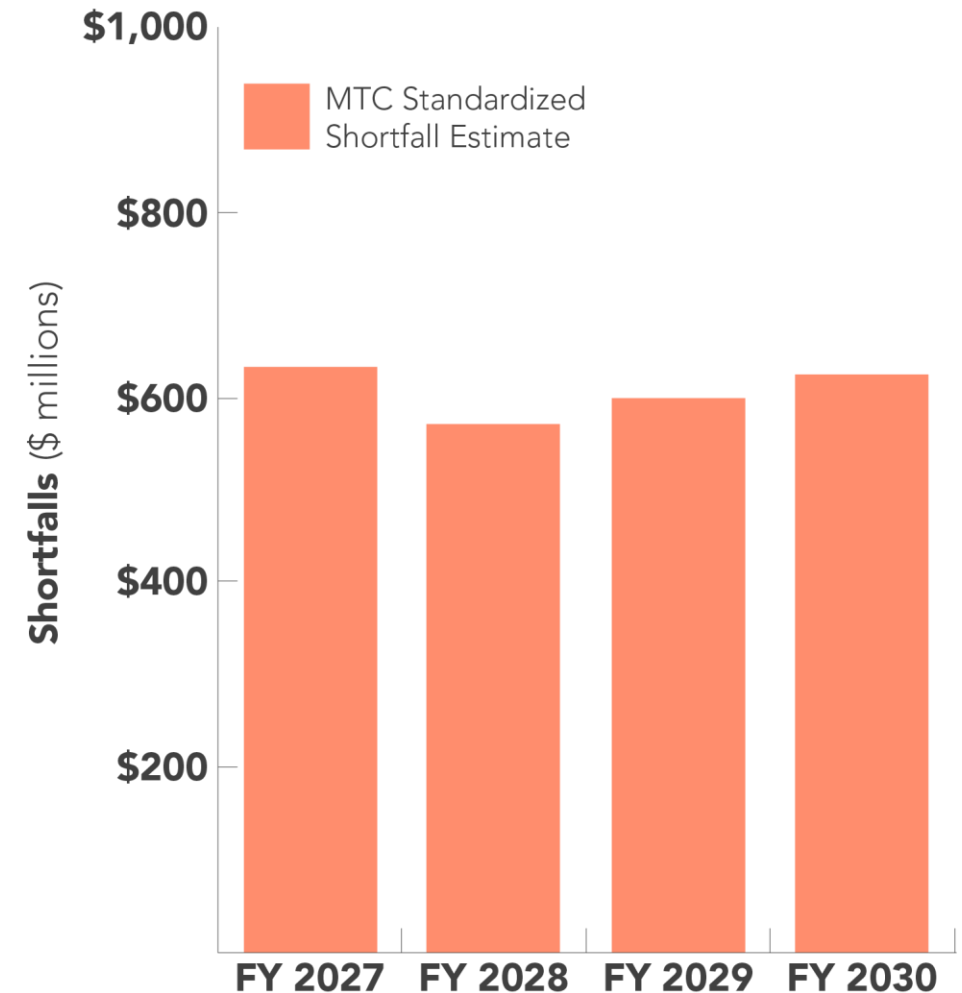


# Background

COVID-19 pandemic abruptly shifted travel patterns, leading to fiscal challenges for many transit agencies

- The Metropolitan Transportation Commission (MTC) anticipates a standardized operating budget shortfall of about \$600 million for Bay Area transit agencies beginning in Fiscal Year 2027
- In 2023, amendments to the California State Budget Act of 2023 and SB 125 provided short-term transit operating assistance to avoid service cuts

**Bay Area Transit Agency  
Projected Shortfalls** (\$ in millions)



# Background

- January 2024 – Senator Scott Wiener introduced **Senate Bill 925**, which would have authorized MTC to place a transportation revenue measure on the ballot as early as 2026 to fund transportation network operations and improvements
- Senator Aisha Wahab introduced **Senate Bill 926** which would have required the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies

# Background

- In March 2024, Senators Wiener and Wahab announced **Senate Bill 1031**, the Connect Bay Area Act, which combined SB 925 and SB 926 into a single bill



# Senate Bill 1031 Overview

## Major Components

1. Authorizes regional measure via MTC or qualified voter initiative with provisions for types and uses of revenue
2. Designates MTC with transit Regional Network Management (RNM) responsibilities for Bay Area transit services
3. Requires assessment of and a plan for consolidation of Bay Area transit agencies
4. Modifies existing Bay Area Transportation Demand Management statute with key changes subject to voter approval

Language is not final; future substantive amendments are expected.

# 1. Revenue Measure

- Authorizes placement of a measure on ballot for the nine Bay Area counties (or a subset) by MTC or via qualified voter initiative no sooner than November 2026
- Authorizes sales, payroll, and parcel taxes and vehicle registration fees
- Must be used for:
  - a. Transit Transformation (\$750 million minimum annually for operations and customer-facing capital projects)
  - b. Safe Streets
  - c. Connectivity
  - d. Climate Resilience

## 2. Regional Network Management (RNM)

- Assigns authorities to MTC as the Regional Network Manager to create a seamless transit experience in the Bay Area. Allows MTC to condition existing and new funding based on compliance with RNM policies.
- RNM activities cover:
  - Coordination of fares (including fare payment and fare integration)
  - Schedules
  - Mapping and wayfinding
  - Real-time transit information
  - Other customer-facing operating policies

## 3. Transit Consolidation Assessment and Plan

- California State Transportation Agency (CalSTA) must work with a transportation institute to complete an assessment of consolidation for Bay Area transit agencies by January 2026
- Must complete a plan for consolidation by January 2027
- Consolidation broadly defined, includes combining agency staffs, replacing multiple boards with a unified governing board, and creating umbrella structures

Note: Senator Wahab has indicated that amendments will be made, such as ensuring that bill language does not presuppose what the findings of the assessment would be.

## 4. Transportation Demand Management

Amends existing law authorizing the Bay Area Air Quality Management District and MTC to jointly adopt a commute benefit ordinance

- Adds an option for Bay Area employers to purchase a regional transit pass for employees to meet existing ordinance requirements
- Subject to voter approval as part of a future revenue measure, would require an employer with 50+ employees in proximity to transit to purchase regional transit passes for its employees



# Recommendation to Support and Seek Amendments

Strategically demonstrate early support while continuing conversations with authors and sponsor regarding desired amendments

High priority amendments include:

- MTC Regional Network Management (RNM) policies and requirements shall keep transit operators financially whole and not require service cuts.
- Transit operators shall be fairly represented in the RNM governance structure, bringing in their 'boots on the ground' expertise and recognizing their financial and other duties as transit agencies.
- Transit consolidation study should not presuppose the outcome, should broadly define consolidation, and should recognize that consolidation may not be the best solution to any given problem

# Topics for Further Discussion

Active conversations with the authors, MTC, and stakeholders on the following topics are anticipated to help shape future amendments

- Return to source/fair geographic distribution
- Process for counties to opt out of revenue ballot measure
- Highway capacity project eligibility
- Financial guardrails for transit operators related to impacts of Regional Network Management activities on agency operating budgets
- Regional Network Management governance
- Transportation Demand Management ordinance

# SB 1031 Upcoming Senate Hearings

- April 23 - Senate Transportation Committee hearing
- April 24 - Senate Revenue and Taxation Committee hearing

We will provide monthly updates to the Board via state and federal legislation agenda items and will continue to support our MTC Commissioners.

# Thank you.

**Martin Reyes**

[martin.reyes@sfcta.org](mailto:martin.reyes@sfcta.org)

415-522-4824 office



San Francisco  
County Transportation  
Authority



[sfcta.org/stay-connected](https://sfcta.org/stay-connected)