

Traffic Congestion Mitigation Tax (TNC Tax)

Adopt Program Guidelines and Program \$21,279,740 to 4 Projects



San Francisco
County Transportation
Authority

SFCTA Board— Agenda Item 6
April 11, 2023

TNC Tax (Prop D) - Background

- Passed by San Francisco voters in November 2019
- Tax on commercial ride-hail trips that originate in San Francisco, for the portion of the trip within the city
- Applies to private transit companies and rides given by autonomous vehicles commercially
- Single occupant trips taxed at 3.25%, with electric vehicle trips receiving a discount to 1.5% through 2024
- Shared trips taxed at 1.5%
- In effect until 2045

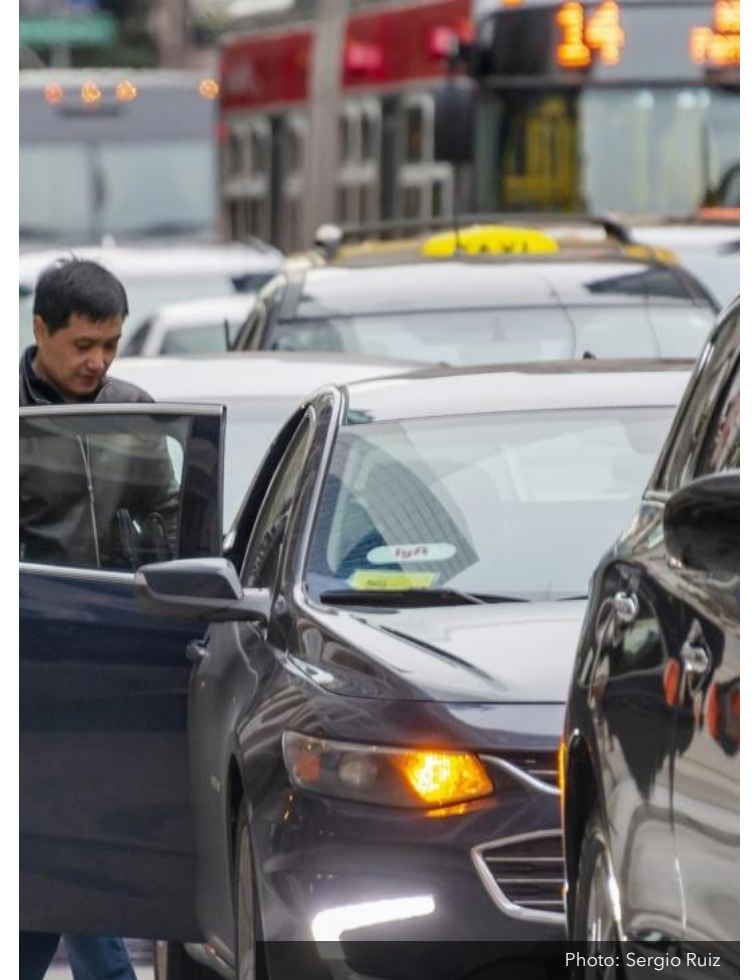


Photo: Sergio Ruiz

TNC Tax Expenditure Plan

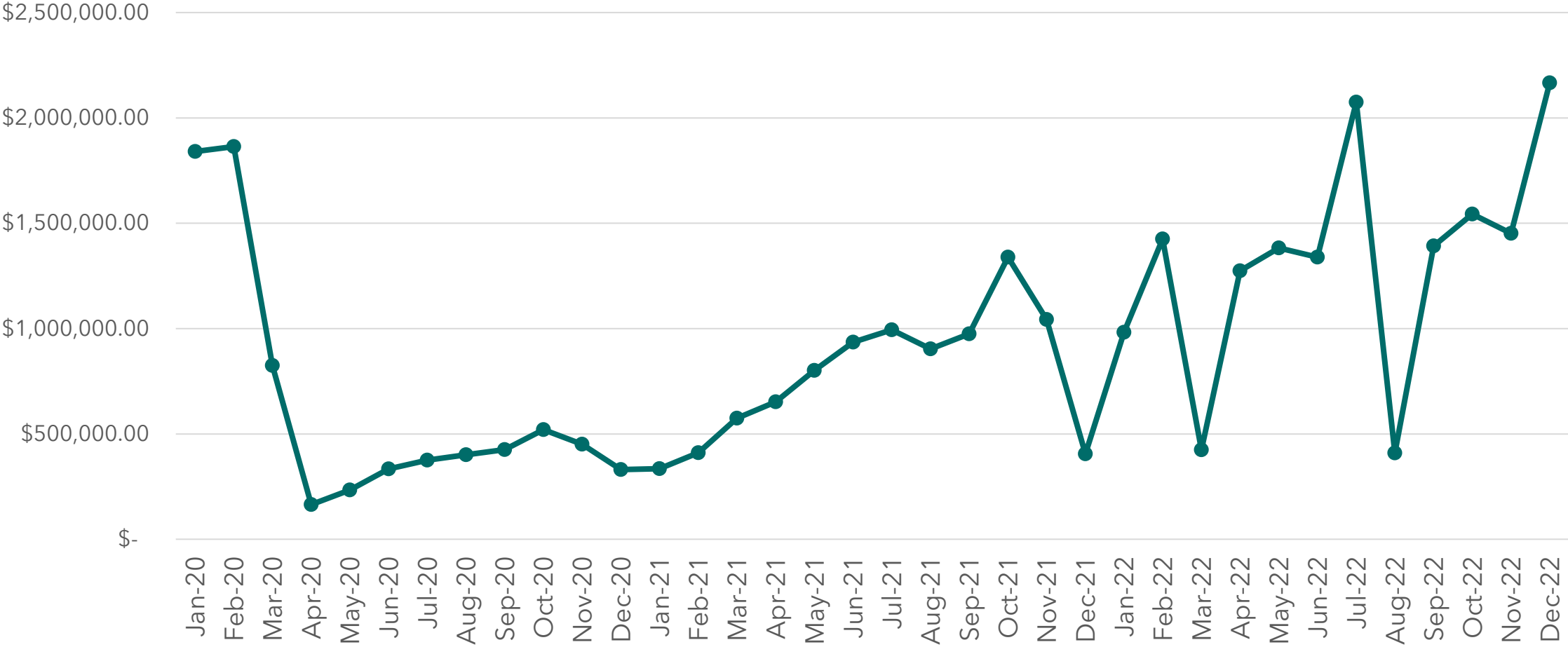
- 2% set aside for administration by City and County of San Francisco
- 50% of revenues to SFMTA for transit operations and improvements
- 50% of revenues to Transportation Authority for bicycle and pedestrian safety improvements

Prior TNC Programming

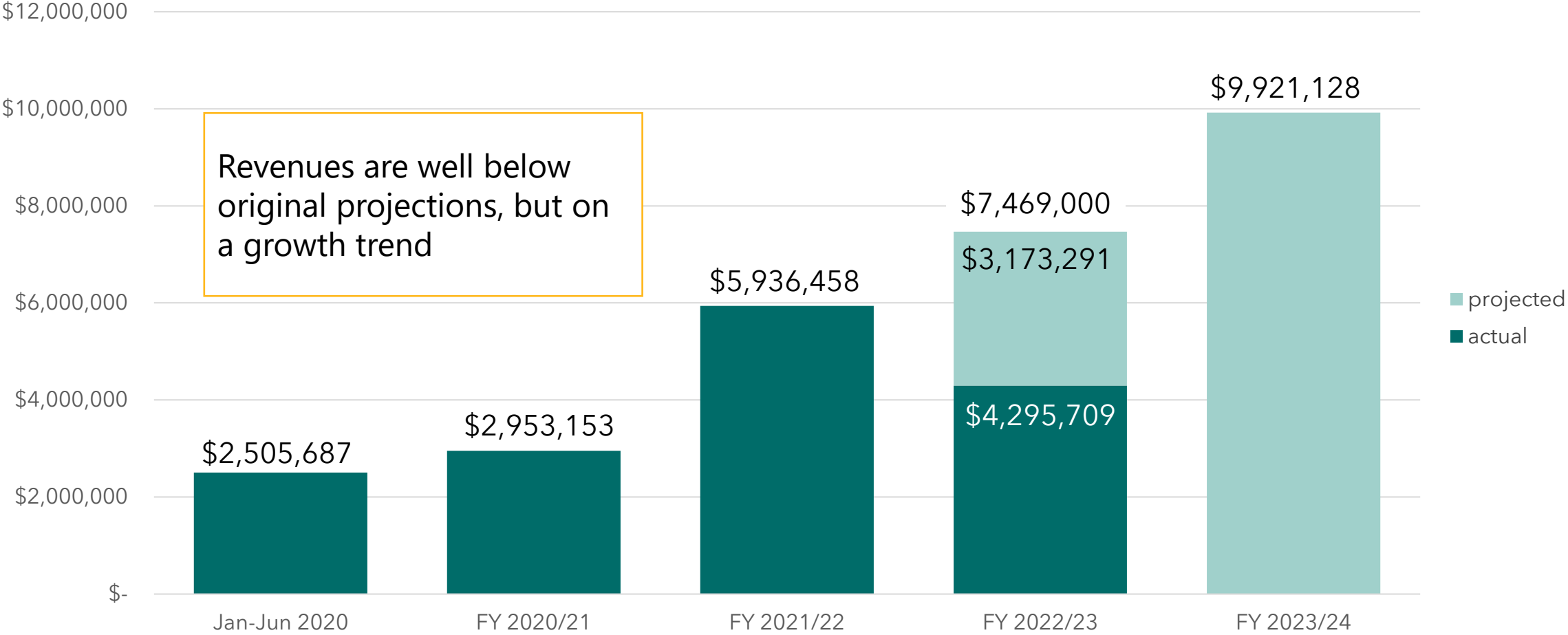
- In October 2020, Transportation Authority adopted first program guidelines
- Programmed \$7.5M in FY 21/22 funds to SFMTA's Vision Zero Quick-Build Program



TNC Tax Collections January 2020 - December 2022



Actual and Projected Revenues, January 2020- June 2024



Amounts shown are net of 3% for Transportation Authority administration and data analysis

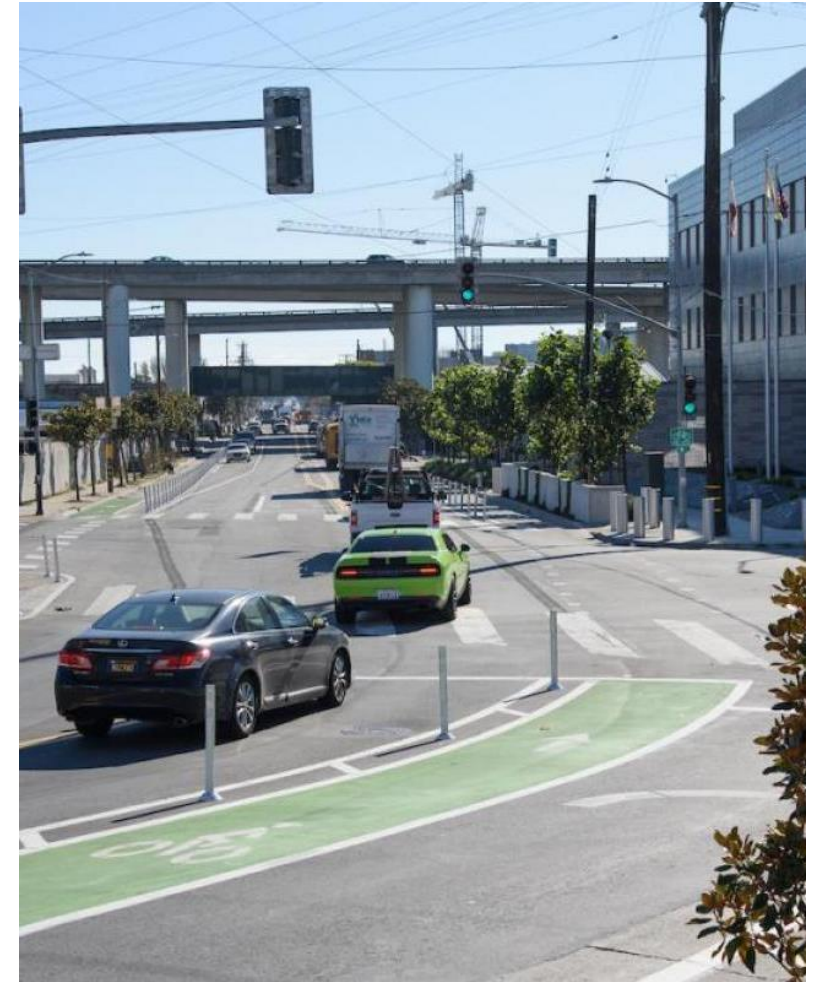
Funds Available for Programming FY 22/23 and FY 23/24

REVENUE COLLECTION PERIOD	STATUS	AMOUNT*
Total Revenue January 2020 – June 2024	Actual and Projected	\$28,785,426
Total Programming to Date	Fully Allocated	(\$7,505,686)
Total Available for Programming		\$21,279,740

*Transportation Authority share is 50% of collections, less 2% to CCSF for administration, less 3% for Transportation Authority administration and data analysis

Priorities for Funds Available

- Recommend only programming funds anticipated in FY 22/23 and FY 23/24, and allocating only after funds are collected
- Funding projects to help meet City's Vision Zero Goals and key to reducing vehicle speeds and improving roadway safety
 - Vision Zero Quick-Build Program
 - New, rolling Application-Based Residential Traffic Calming



Proposed Programming for FY 22/23 and FY 23/24

PROJECT	AMOUNT
FY23 Vision Zero Quick-Build Program (Part 2)*	\$2,451,857
FY24 Vision Zero Quick-Build Program	\$9,493,883
FY22 Application-Based Residential Traffic Calming Program	\$5,400,000
FY24 & FY25 Application-Based Residential Traffic Calming Program (New Rolling Program)	\$4,270,000
TOTAL	\$21,279,740

*Pending allocation request

Thank you.

sfcta.org/funding

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San Francisco
County Transportation
Authority



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SFMTA

Vision Zero Quick-Build Program

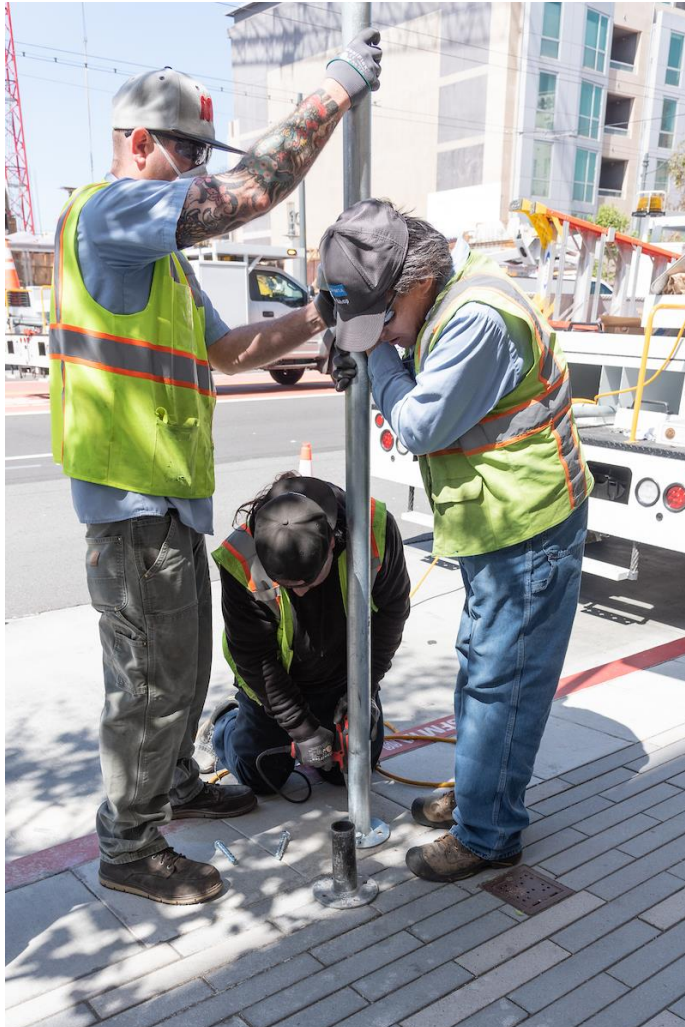
SFCTA Board

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Vision Zero Quick-Build Program

- Quick-build safety projects are a critical part of realizing the physical changes to street design required to reach San Francisco's Vision Zero commitment.
- Quick-build projects have a streamlined approval process and use reversible, adjustable and lower-cost materials that can be installed quickly.

Quick-Build Program



- Traffic safety improvements that are
 - Easy to implement
 - Lower cost
 - Adjustable/reversible
- Design, construct, and evaluate more nimbly and iteratively

Quick-Build Improvements

Typical quick-build improvements include:

Paint, signs, and delineators



Signal timing changes



Parking and loading changes

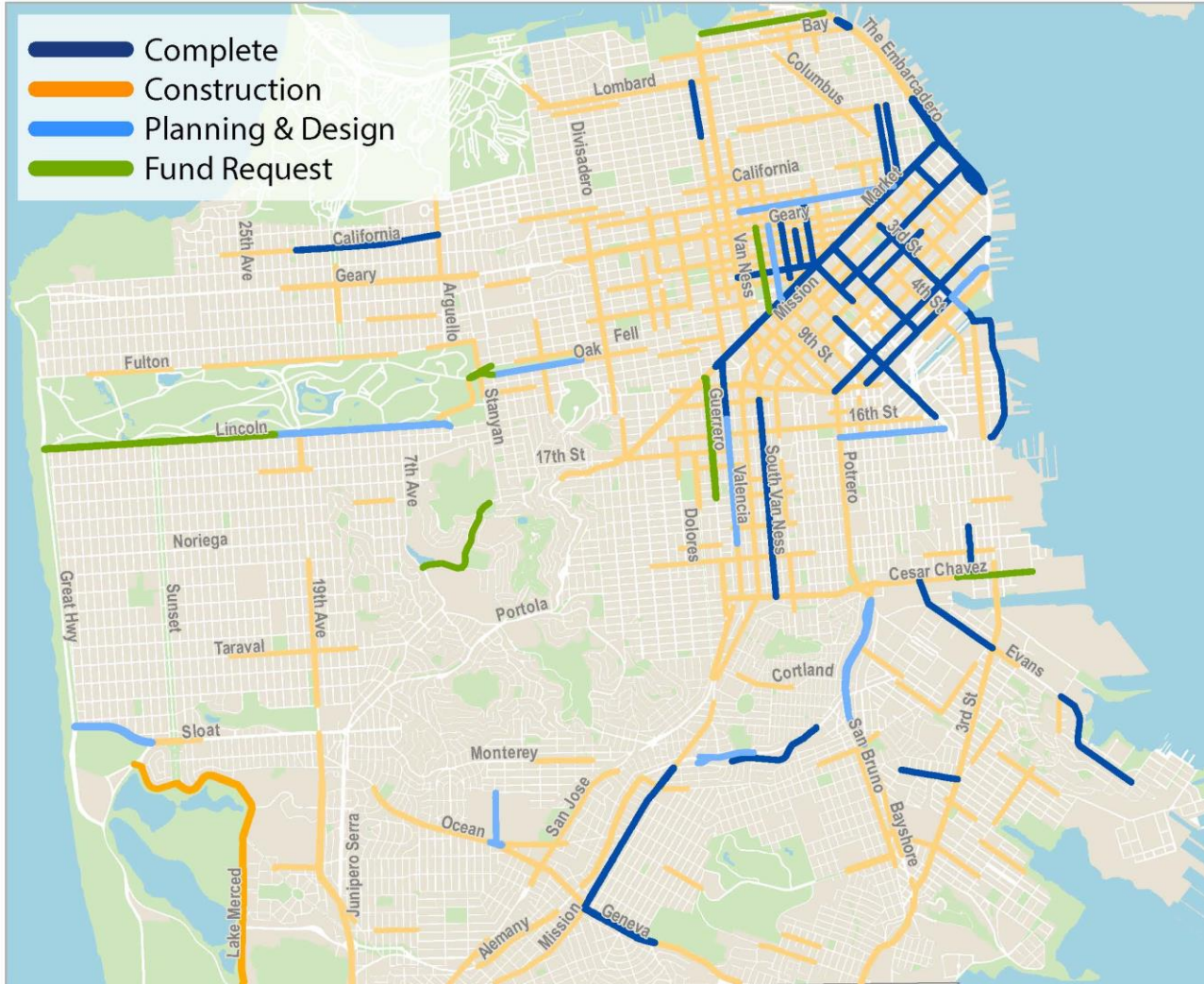


Transit stop changes



Projects to Date

Completed



- 3rd Street
- 5th Street
- 6th Street
- 7th Street
- Alemany Boulevard
- Battery/Sansome
- Beale Street
- Brannan Street
- California Street
- Franklin Street
- The Embarcadero
- Evans/Hunters Point/Innes
- Evans Avenue
- Folsom Street
- Golden Gate Avenue
- Howard Street
- Indiana Street
- Jones Street
- Leavenworth Street
- Market Street
- Mission/Geneva
- South Van Ness Avenue
- Taylor Street
- Terry Francois Boulevard
- Townsend Street
- Williams Avenue

Projects by Phases

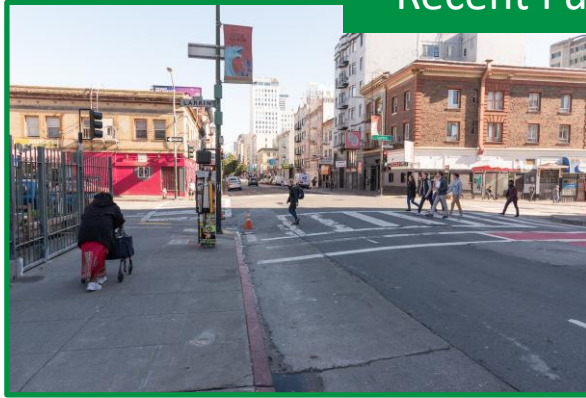
Lake Merced Boulevard (Skyline to John Muir)
Approved by SFMTA Board in January 2023



3rd/Townsend Street
17th Street (Potrero to Pennsylvania)
Alemany Boulevard (Congdon to Ellsworth)
Bayshore Boulevard (Oakdale to Industrial)
Frida Kahlo Way / Ocean Avenue / Geneva Avenue
Hyde Street (Market to Geary)
Lincoln Way (22nd to Arguello)
Oak Street (Shrader to Baker)
Sloat Boulevard (Great Highway to Skyline)
Sutter Street (Market to Polk)
Valencia Street (15th to 23rd)

Projects by Phases

Recent Fund Request (7)



Beach Street (Embarcadero to Van Ness)

Larkin Street (Market to Geary)

Cesar Chavez Street (Pennsylvania to Maryland)

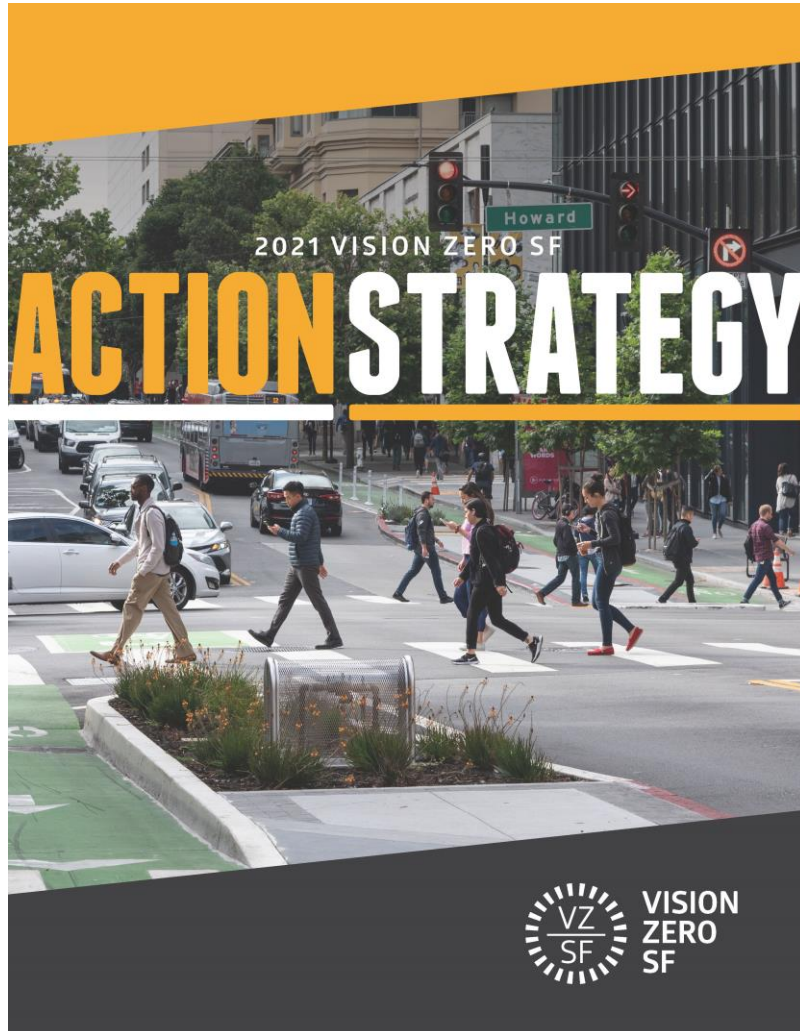
Clarendon Avenue (Laguna Honda to Johnstone)

Guerrero Street (Market to 20th)

Lincoln Way (22nd to Great Hwy)

JFK/Oak/Fell

Vision Zero Action Strategy



More than 80 miles of safety improvements have already been completed or are in planning or construction on the High Injury Network. This Action Strategy commits the City to applying the Quick-Build toolkit on the remaining 80 miles of the High Injury Network

visionzerosf.org/about/action-strategy/



Program Successes

Iterative design: streamlined delivery and thorough evaluation

Flexibly respond to community-identified traffic safety needs and construction coordination opportunities

Maximize use of local funding for traffic safety improvements

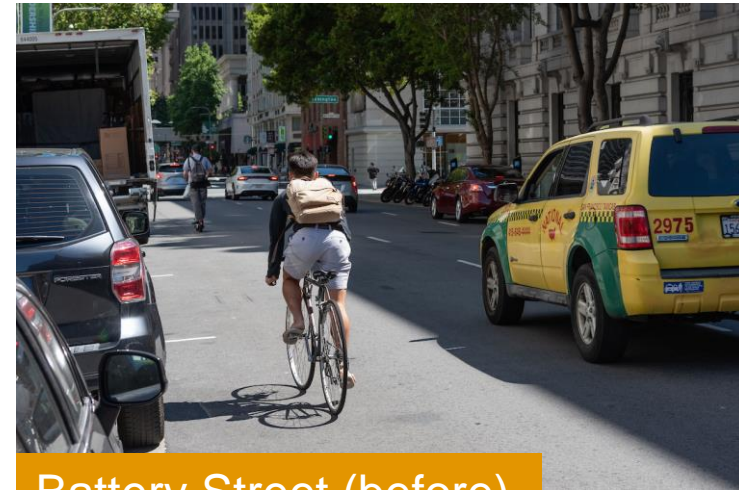
Project Results

20% improvement of bus on-time performance along 7th and 8th Streets

Bicycle use increased by 29% along Golden Gate

Volume of vehicles traveling on Jones and Hyde decreased by 24%

[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

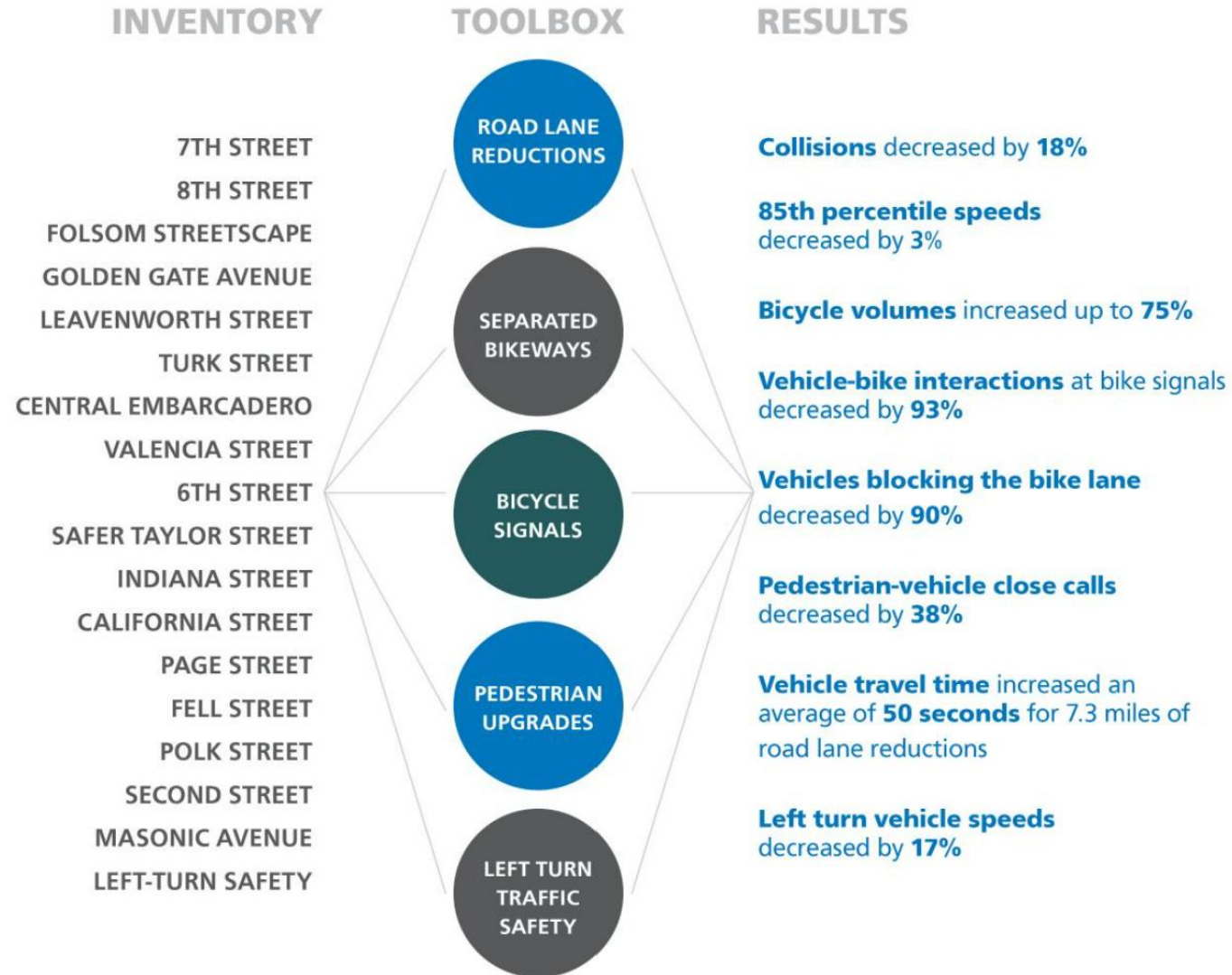


Battery Street (before)

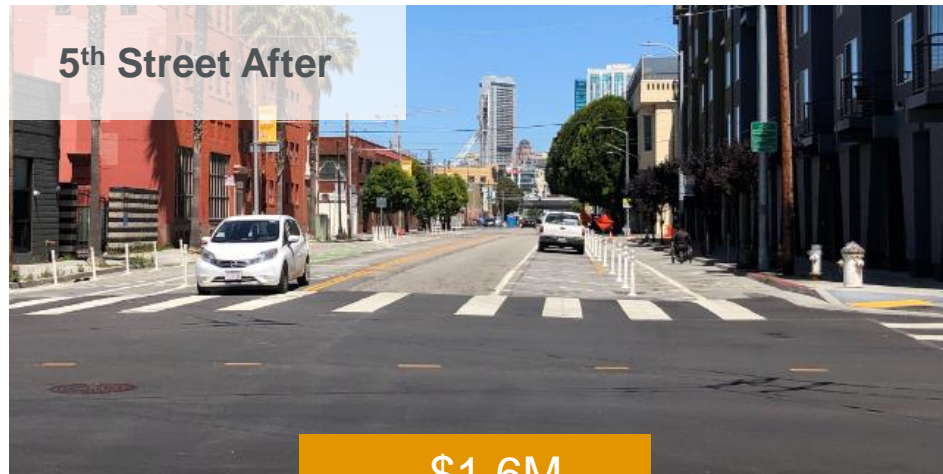


Battery Street (after)

Project Results



QUICK-BUILDS VS STREETScape PROJECTS

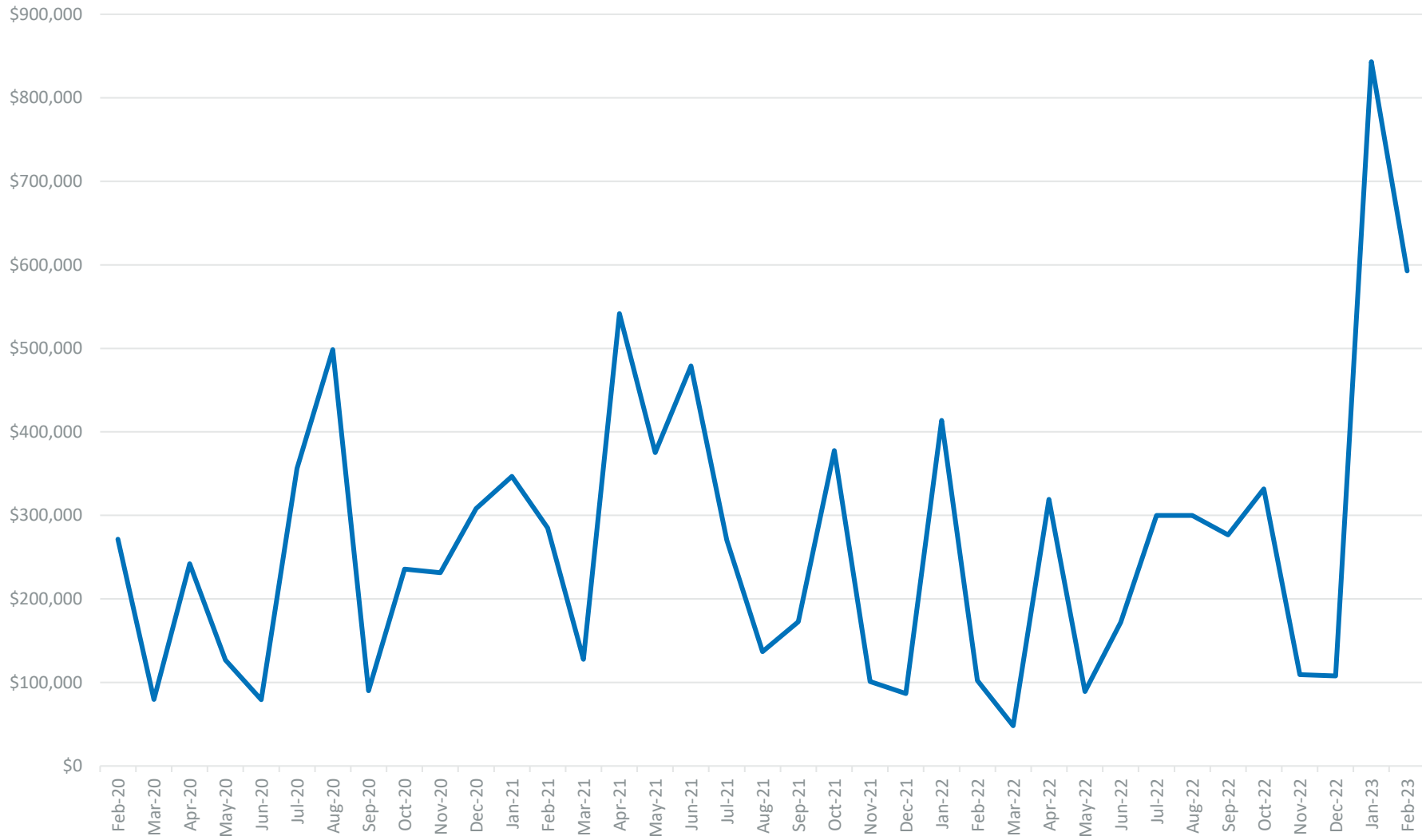


~ \$1.6M
Quick-Build



~ \$20M
Streetscape

Three-Year Monthly Expenditure



Complementary Efforts



Contact Information

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SFMTA

Application-Based Traffic Calming Program Restructuring

**SFCTA Board
04 | 11 | 2023**

Traffic Calming Program History

2000: Traffic Calming Guidelines Developed and Formal Traffic Calming Program Established

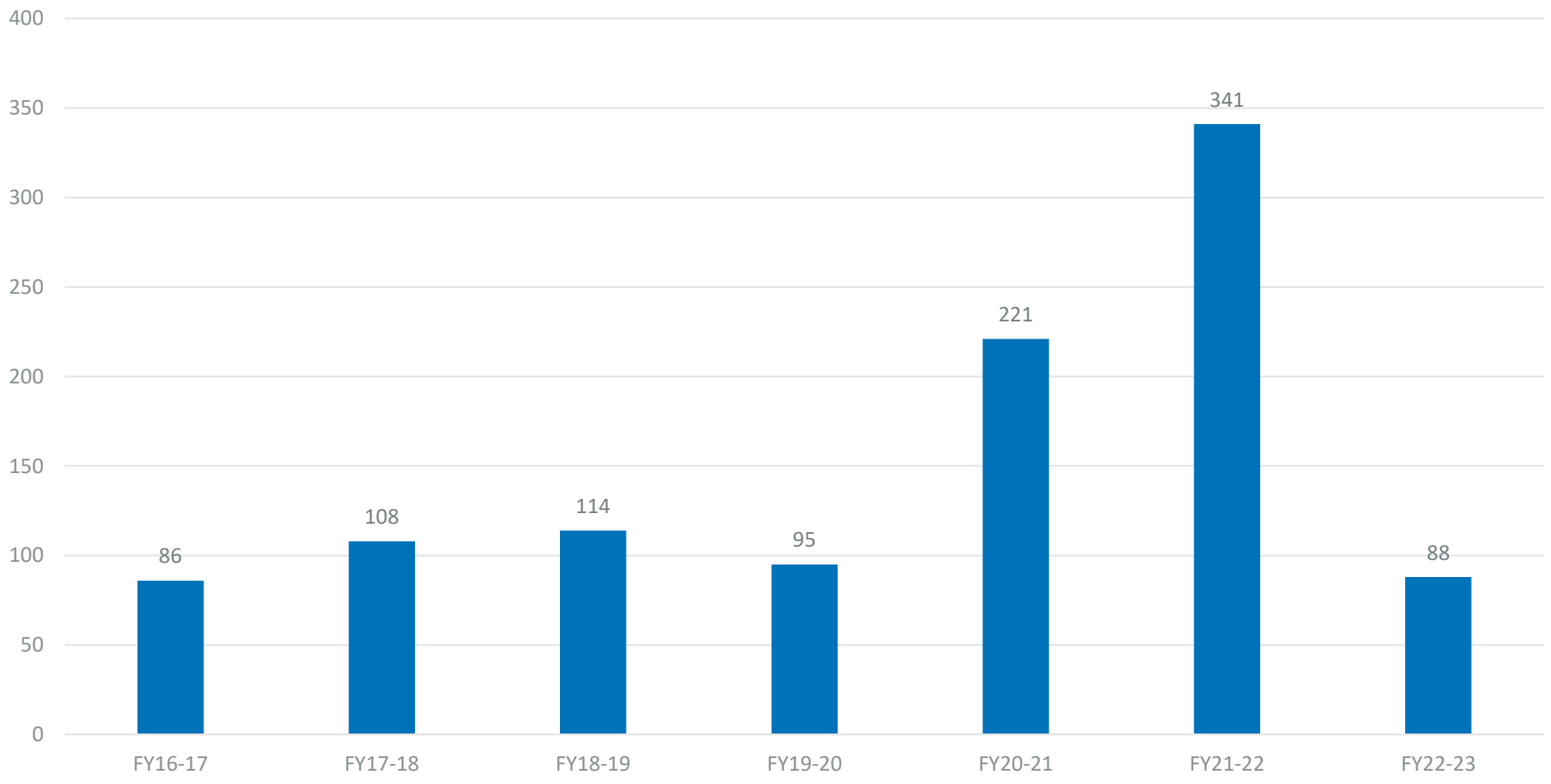
2001-2012: Areawide Projects

2013-2022: Block-Specific Projects

2023: Project-Delivery Focused

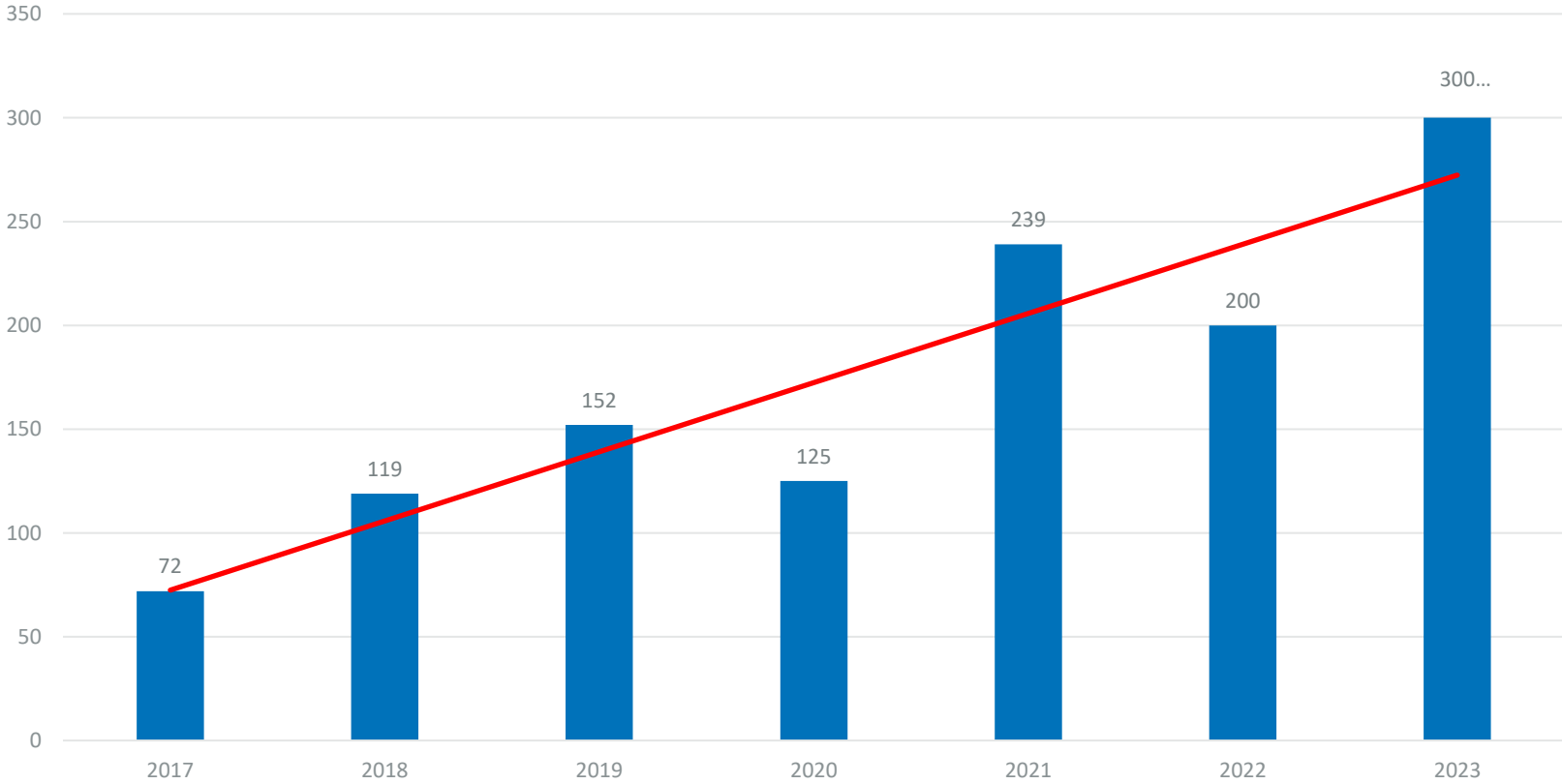
Traffic Calming is Growing

Traffic Calming Applications Received



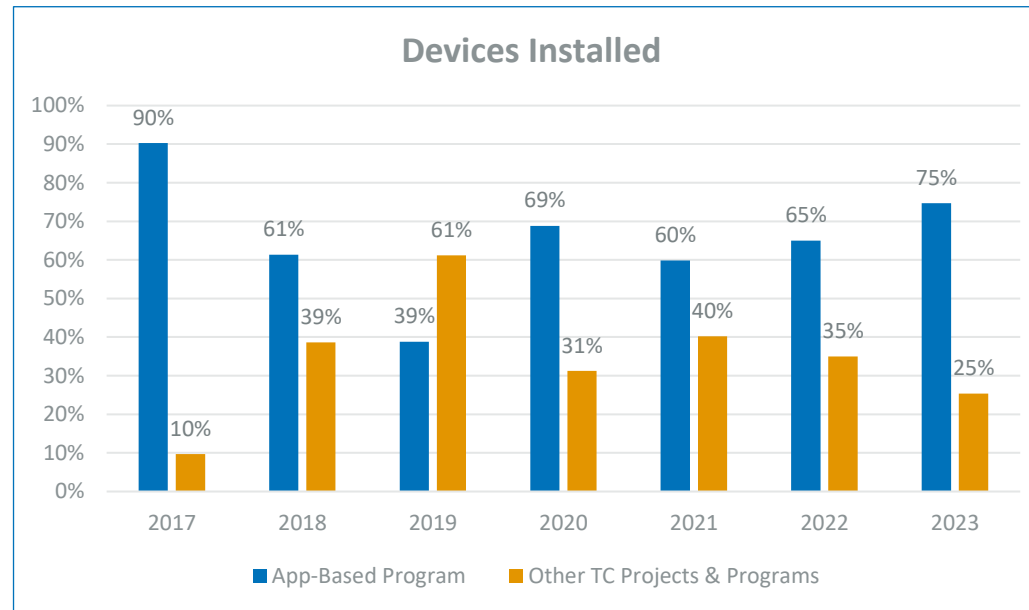
Traffic Calming is Growing

Traffic Calming Devices Installed



Other TC Projects & Programs

- Discretionary Projects from Board of Supervisors/SFCTA
 - Neighborhood Transportation Improvement Program (NTIP)
 - Community Response Team (CRT)
 - Participatory Budgeting (PB)
- Quick Build
- Slow Streets
- Schools Engineering
- Vision Zero Proactive
- Miscellaneous



Other projects and programs typically account for 25%-40% of all traffic calming devices installed each year.

Timeline – Existing Program

Assume cycle begins 7/1/23

- Jul 2023–Jun 2024: APPLICATION PERIOD
- Jul 2024–Jun 2025: PLANNING PHASE
- Jul 2025–Jun 2026: DESIGN PHASE
- Jul 2026–Dec 2027: CONSTRUCTION PHASE

Total Time = 3 to 4½ years

Timeline - New Program

Assume cycle begins 7/1/23

- Jul 2023–Oct 2023: PLANNING PHASE (no separate application period)
- Oct 2023–Jan 2024: DESIGN PHASE
- Jan 2024–Jun 2024: CONSTRUCTION PHASE

This cycle will be repeat on a rolling basis.

Total Time = 9 to 12 months!

New Program Structure

	2023						2024												2025											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP			
PLN Phase	Submitted Applications: Assessment, Data Collection, Analysis, and Notification																													
			Submitted Applications: Assessment, Data Collection, Analysis, and Notification																											
			Submitted Applications: Assessment, Data Collection, Analysis, and Notification																											
DES Phase			Accepted Applications: Design, TASC, Public Hearing, and Final Approval					Submitted Applications: Assessment, Data Collection, Analysis, and Notification																						
			Accepted Applications: Design, TASC, Public Hearing, and Final Approval					Submitted Applications: Assessment, Data Collection, Analysis, and Notification																						
			Accepted Applications: Design, TASC, Public Hearing, and Final Approval					Submitted Applications: Assessment, Data Collection, Analysis, and Notification																						
CON Phase			Approved Applications: Field Marking, Work Orders, Installation, and Inspection					Accepted Applications: Design, TASC, Public Hearing, and Final Approval					Submitted Applications: Assessment, Data Collection, Analysis, and Notification																	
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Concurrent Work	Construction of approved applications from FY21-22 Cycle																													
			Design of accepted applications from FY22-23 Cycle																											
			Construction of approved applications from FY22-23 Cycle																											

Questions?

<https://sfmta.com/trafficcalming>

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