San Francisco
County Transportation
Authority

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

Agenda

COMMUNITY ADVISORY COMMITTEE

Meeting Notice

DATE: Wednesday, April 26, 2022, 6:00 p.m.

LOCATION: Join Zoom Meeting: https://us02web.zoom.us/j/84625889169

Meeting ID: 846 2588 9169

One tap mobile:

+16699006833,,84625889169# US (San Jose)

+16694449171,,84625889169# US

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833 548 0282

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

MEMBERS: Kevin Ortiz (Chair), Kat Seigal (Vice Chair), Sara Barz, Rosa Chen, Najuawanda Daniels, Mariko Davidson, Calvin Ho, Jerry Levine, Rachael Ortega, Eric Rozell

Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

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

San Francisco County Transportation Authority

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Consent Agenda

End of Consent Agenda

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Other Items

13. Introduction of New Business **— 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.

14. Public Comment

15. Adjournment

*Additional Materials

Next Meeting: May 24, 2023

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DRAFT MINUTES

Community Advisory Committee

Wednesday, March 29, 2023

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:03 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Najuawanda Daniels, Mariko Davidson, Calvin Ho, Jerry Levine, Rachael Ortega, Kevin Ortiz, and Kat Siegal(9)

CAC Members Absent at Roll: Rozell (1)

2. Chair's Report – INFORMATION

Chair Ortiz provided some Vision Zero updates, including the opening of the protected bike lanes Quick-Build project on Battery and Sansome streets and a $2 million Highway Safety Improvement Program grant award to the San Francisco Municipal Transportation Agency (SFMTA) that combined with Prop K, will provide for the installation of over 3,000 new and replacement traffic signs such as no tun on red and new speed limit signs. He then alerted the CAC that several Vision Zero updates would be on their April 26th agenda including the 2022 Fatality Report and the SFMTA's Active Communities Plan. He closed by welcoming the new District 11 representative, Mariko Davidson, to the CAC.

Mariko Davidson stated that it was an honor to join the CAC and she was excited to represent District 11. She stated that she was a mother, an e-biker, and transportation advocate, and that she was looking forward to working with the other members of the CAC.

During public comment, Edward Mason requested that committee members speak louder so that he could hear them.

Consent Agenda

3. Approve the Minutes of the February 22, 2023 Meeting – ACTION

4. Community Advisory Committee Vacancies – INFORMATION

There was no public comment on the Consent Agenda.

Member Levine moved to approve the Consent Agenda, seconded by Vice Chair Seigal.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

End of Consent Agenda

5. Adopt a Motion of Support to Adopt Traffic Congestion Mitigation Tax Program Guidelines and Program $21,279,740 in Fiscal Years 2022/23 and 2023/24 TNC Tax Funds to the San Francisco Municipal Transportation Agency for Four Projects – ACTION*

Lynda Viray, Transportation Planner, Jen Wong, Vision Zero Quick-Build Program Manager at SFMTA, and Damon Curtis, Traffic Calming Program Manager at SFMTA presented the item per the staff memorandum.

Damon Curtis addressed a question Vice Chair Siegal had asked prior to the meeting about whether SFMTA anticipated a large number of applications following the commencement of the new rolling traffic calming program application period. He stated that SFMTA did expect a larger wave of applications in July due to pent up demand. He stated that it was possible that they would receive 100 to 150 applications in the first quarter but SFMTA was prepared.

Member Ortega asked if SFMTA could investigate the potential negative consequences of implementing traffic calming measures, such as new 20 mph speed limits, stating that she had observed more aggressive driving and speeding as drivers tried to get ahead of the traffic signals. She also expressed concern about the potential for the new 20 mph speed limit to impede timely bus service, which could affect transit ridership recovery.

Jen Wong responded and agreed that it was a good idea to evaluate the consequences of new 20 mph speed limits, as it was a relatively new traffic calming tool.

Member Barz asked how SFMTA planned to implement Quick Builds on the remaining 50 miles of the High Injury Network before the end of 2024.

Jen Wong responded that the results of a current consultant study would identify remaining intersections that need continental crosswalks to be implemented. She added that not all the remaining miles of the High Injury Network would be treated with major street reconfigurations, and that some would be treated with daylighting, continental crosswalks, lower speed limits, and retiming signals to allow more time for pedestrians to cross the street.

Anna LaForte, Deputy Director for Policy and Programming, stated that the consultant study was expected to be completed in the next couple of months, the next Quick Build allocations were anticipated this fall, and that a presentation of the results of the study could be given to the CAC prior to the allocations. She also noted that the Active Communities Plan was expected to have results available next spring, which also could inform upcoming allocations.

Vice Chair Siegal asked if it was common for previous Quick Build projects to be

iterated on.

Jen Wong confirmed that was correct and cited the example of the 7th and 8th streets corridors. She stated that SFMTA had received initial negative feedback, so SFMTA iterated on the project by implementing separated bicycle phasing that allowed bicyclists to stay next to the curb, rather than having to merge into the traffic lane. She noted that transit-only lanes were implemented on the 7th and 8th streets corridors during the pandemic as an additional example of how Quick Build projects are iterated on. She stated that SFMTA was able to collect evaluative data on Quick Build projects and apply lessons learned to other projects.

Vice Chair Siegal asked if all applications to the traffic calming program moved forward to design and implementation, or if there was a prioritization method for application selection.

Damon Curtis replied that SFMTA has been able to advance all applications to the traffic calming program so far. He stated that should the volume of applications became too high in the future, SFMTA would implement a prioritization method or tighten eligibility requirements.

Chair Ortiz asked how SFMTA was planning to meet staffing and funding needs if the traffic calming program were to receive 150 applications in the next cycle.

Damon Curtis responded that there was infrastructure in place that would allow SFMTA to complete all data evaluation and consultation on time. He added that SFMTA may need to consider adding a sub-phase to the first quarter in the program schedule to meet staffing needs if there was a large influx of applications that quarter. He noted that adding such a phase would only add a few weeks or at most two months to the schedule. He stated that meeting staffing and funding needs would become a more salient concern if there were 150 applications to the program for the first two or three quarters in a row, and if that occurred SFMTA would need to develop a new approach. He stated that SFMTA did not anticipate this occurring.

Chair Ortiz asked what a realistic staffing level was to avoid overloading staff with applications.

Damon Curtis responded that staffing levels were based on priority and workload, so SFMTA would direct more staff to traffic calming as needed. He stated that there was no hard number on the staffing needs of the program, but rather that it varied based on need.

Chair Ortiz suggested that SFMTA could consider putting a cap on the number of applications received in a quarter, as doing so would meter staffing needs, demonstrate the competitiveness of the program, and potentially demonstrate the need for more staff.

Damon Curtis replied that the program did not need to be constrained so far, but that SFMTA would consider the option of capping applications if capacity were reached.

Chair Ortiz echoed Member Barz's concern about completing traffic calming treatments on the remaining 50 miles of the High Injury Network by the end of 2024, and asked how SFMTA would center equity and prioritize projects, particularly those in Communities of Concern.

Jen Wong responded that SFMTA had ongoing relationships with community groups and leaders which informed prioritization. She cited the example of the Tenderloin, where SFMTA had an ongoing relationship with a community group that helped them identify where the highest priorities in the neighborhood were. She also stated that priorities could be informed by the recommendations of other studies and efforts. She cited the example of the Bayview Quick-Build corridors, which were informed by the Bayview Community-Based Transportation Plan. She stated that SFMTA has sometimes received feedback that Quick-Builds were implemented too quickly, and that performing high quality public outreach took time.

Chair Ortiz noted his involvement with community engagement on the Valencia Bikeway Improvements project, which considered running a traffic study, and asked how SFMTA determined that a traffic study was needed.

Jen Wong responded that traffic studies would help inform project prioritization.

Jamie Parks, Director of Livable Streets at SFMTA added that a lot of the work to be done on the remaining 50 miles of the High Injury Network consisted of basic life-saving measures that don't have significant implications on traffic, such as continental crosswalks, intersection daylighting, painted safety zones, and signal retiming. He stated that these kinds of treatments could be implemented confidently, without the need for traffic studies. He stated that some Quick Builds have consisted of more extensive changes and required further evaluation.

Chair Ortiz asked how SFMTA identified corridor projects.

Jamie Parks replied that SFMTA tried to identify large corridor projects from previous community-based planning efforts. He stated that SFMTA tried to use the Quick-Build program to satisfy the need for implementing identified corridor projects, rather than for identifying new corridor projects.

Member Levine asked where more details about particular traffic calming program applications could be found.

Damon Curtis replied that more details could be obtained by emailing trafficcalmingapp@sfmta.com, or by emailing Mr. Curtis directly.

Member Daniels asked if there were any anticipated negative impacts from consolidating traffic calming program funding to accommodate the new, faster schedule.

Damon Curtis replied that there were no foreseen negative impacts. He stated that consolidated funding was a way to shorten the program schedule, including cutting down on the number of allocation requests. He added that reporting on the program would continue as it has been on a quarterly basis.

Deputy Director Anna LaForte reiterated that there were no foreseen negative impacts of consolidated funding and added that the Transportation Authority was interested in how this change to the funding structure would affect the program. She stated that the Transportation Authority planned to program funds to SFMTA for the traffic calming program next month, and that the allocations would likely all be included in one request, and that the Transportation Authority would ask SFMTA to report back on the program in a year's time.

During public comment, Edward Mason asked that those present speak louder, as the meeting took place in a large room.

Member Barz moved to approve the item, seconded by Vice Chair Siegal.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

6. Adopt a Motion of Support to Allocate $2,451,857 in Traffic Congestion Mitigation Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for the FY23 Vision Zero Quick-Build Program (Part 2) – ACTION*

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

Member Ortega expressed that she thought the Quick-Build Program was great and asked that maintenance of previous Quick Build projects be a priority going forward.

There was no public comment.

Vice Chair Siegal moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

7. Adopt a Motion of Support to Authorize the Executive Director to Enter into a Funding Agreement with the Metropolitan Transportation Commission for a Total Amount Not to Exceed $270,000 for San Francisco Travel Diary Survey Data Collection– ACTION*

Drew Cooper, Senior Transportation Modeler, presented the item per the staff memorandum.

Member Davidson asked how the Transportation Authority could ensure data is collected equitably from all parts of the city.

Mr. Cooper responded that the Transportation Authority used several methods to ensure a representative sample, one of which was to oversample equity priority communities.

Member Davidson asked whether there was a pause in the collection to ensure the group was representative.

Mr. Cooper responded that the data collection was split into spring and fall data collection rounds for that purpose.

Member Ho asked how much in incentives a household was paid, and how they were scaled for low-income communities.

Mr. Drew responded that the incentives were on the order of $50 per household. He said he didn't know off-hand how the incentives were scaled.

Member Ho asked how people were recruited into the survey.

Mr. Cooper responded that the survey participation forms were mailed out and the Transportation Authority used a random addressed-based sample approach.

Member Ortega asked whether the survey would account for people who had commutes outside the city. She also asked how the survey accounted for weather, when things like heavy rain might lead to less cycling.

Mr. Cooper responded that while the Transportation Authority's proposed funding was specifically for residents of the city, the broader effort lead by MTC targeted all 9 Bay Area counties and that data was shared. Mr. Cooper added that the survey would be flexible to account for real world things that could affect the data collection, like the weather.

Member Ortega asked if there is a way to correlate to weather.

Mr. Cooper responded that there was historical data available.

Member Siegel asked if the survey quantified why specific modes were chosen and whether respondents would have preferred a different mode if it had been available or safer.

Mr. Cooper responded that there are cases when the surveys ask about what people would have done if the mode they chose wasn't available, but that this effort was focused primarily on current travel behavior.

Member Barz asked about lifestyle factors and how that factored into the survey. For example, Ms Barz recounted that she participated in a travel survey when she was on maternity leave, which significantly influenced her travel choices, and the survey hadn't asked about maternity leave.

Mr. Cooper replied that the Transportation Authority did not ask about family leave specifically, and added that this was not an issue for data integrity because that [someone being on maternity leave] was real data and fits with the way the model was applied.

Member Ortiz asked what MTC and the Transportation Authority would do in the event that certain communities did not respond.

Mr. Cooper responded that the second round of data collection could be modified to account for issues that arose in the first round, such as needing to bolster sampling for certain populations or areas of the city. He added that the random address-based sampling was an important component to ensure there were no sampling biases to the extent possible.

Member Ortiz asked when the second round of data collection would take place.

Mr. Cooper responded that the first round would take place in the spring and the second round would occur after school was back in session in the fall.

Member Ortiz asked whether the Transportation Authority could provide the CAC with an update after the first round.

Mr. Cooper said that was possible.

During public comment, Ed Mason asked how effective CHAMP had been in past

applications. He stated that many of the large TNC's had massive data collection efforts. He asked whether MTC was considering photographing license plates and matching those with a zip code. He wondered where people passing through the city were going to and coming from.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

8. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2022/23 Budget to Increase Revenues by $31,243,544, Decrease Expenditures by $19,121,435 and Decrease Other Financing Sources by $55,000,000 for a Total Net Decrease in Fund Balance of $856,528 – ACTION*

Cynthia Fong, Deputy Director for Management and Administration, presented the item per staff memorandum.

There was no public comment.

Member Levine moved to approve the item, seconded by Member Ho.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

9. Adopt a Motion of Support to Approve the Revised Administrative Code and the Debt; Equal Benefits; Investment; Procurement; Rules of Order; Sunshine; and Travel, Conference, Training, and Business Expense Reimbursement Policies – ACTION*

Cynthia Fong, Deputy Director for Management and Administration, presented the item per staff memorandum.

Member Ortega asked if the travel prohibition was for business or personal travel.

Deputy Director Fong confirmed that it was for business only.

Member Barz asked if the contracting prohibitions were related to the travel prohibitions.

Deputy Director Fong responded that the situation was evolving and that they were similar in spirit but not directly connected.

Chair Ortiz asked whether the travel and contracting policies were similar to the City's12X policy.

Deputy Director Fong stated that the Transportation Authority does not have to

directly copy the City's policies but the Transportation Authority's approach likely would be similar in this regard.

There was no public comment.

Member Siegal moved to approve the item, seconded by Member Chen.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Ho, Levine, Ortega, Ortiz, and Siegal (9)

Nays: CAC Member Rozell (1)

10. Bay Area Express Lanes Update – INFORMATION

Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum. Ms. Hiatt also summarized the reactions of the Board members to the presentation, noting that they were generally interested in considering express lanes in addition to HOV/carpool lanes in the ongoing study regarding 101 and 280 in San Francisco. She mentioned that a couple of Board members underscored the impacts on equity populations and stressed the need to make ensure low-income San Franciscans could benefit from express lanes. She added that there was a question about how freeways were used for local trips and whether that would affect the utility of express lanes in San Francisco.

Member Barz asked if there was any research on the benefits of express lanes as compared to HOV lanes, and whether one type was preferable.

Ms. Hiatt responded that benefits varied according to the specific corridor, citing examples in Santa Clara, where HOV lanes were crowded with Clean Air Vehicles, which prompted the need to switch to express lanes to maintain benefits, and in Southern California, where HOV lanes were not well used by transit vehicles and HOVs.

Member Barz asked about the climate impacts and benefits of managed lanes.

Ms. Hiatt responded that the benefits were to incentivize higher occupancy mode choices, such as a person choosing to use transit or HOV to complete their trip more quickly and reliably.

Member Ortega asked about the use of toll revenues.

Ms. Hiatt explained that the state authorized express lanes and required expenditure plans for each. She said revenues were usually reinvested in the corridor, but the precise use varied by corridor.

Member Ortega asked staff to consider the last-mile issue, since that prevented many from taking transit.

Vice Chair Siegal asked about policy decision making, and the Transportation Authority's role.

Ms. Hiatt answered that the Transportation Authority would need authorization from the state to implement express lanes, in the same way that many other counties have

done.

Ms. Lombardo added that San Francisco was represented on the regional express lanes policy committee, though it is an advisory position.

Vice Chair Siegal requested clarification about Clean Air Vehicles and whether they must be allowed to use HOV lanes.

Ms. Lombardo confirmed that that was a statewide rule.

Vice Chair Siegal reiterated that we should be careful in how express lanes were implemented to minimize impacts on low-income people.

Chair Ortiz asked how San Francisco would gain authority to implement express lanes. Ms. Lombardo explained that the first step would be to study express lanes, along with the affordability component, and then if the Board wished to proceed, there were various models for governance of express lanes that could be explored such as some of the examples Rachel provided.

Chair Ortiz noted that if a person were inadvertently driving in an express lane but was eligible for discounts, there should be a way to qualify that person rather than fining them, and he noted that having local control of managed lane policies would be the best way to assure this type of benefit or policy.

Member Barz asked why weekend tolling was under the jurisdiction of both the policy board and Caltrans on one of the presentation slides.

Ms. Hiatt clarified that the bodies have different authorities in different instances, adding that Caltrans is currently reviewing their policies and procedures.

During public comment, Ed Mason said that express lanes induce more traffic because they make it more convenient for those who can afford to drive. He mentioned that many SamTrans bus lines have been cut, and a report about express buses was completed ten years ago but had not been acted on. He stated that VTA contracts with California Highway Patrol to conduct enforcement of the lanes along 101 in Santa Clara.

Roland Lebrun mentioned that he had the idea for means-based tolling four years ago. He was not in favor of local control and suggested that all nine counties should work together at the regional level to find a reasonable consensus that worked for all in order to ensure a seamless experience for travelers.

Other Items

11. Introduction of New Business – INFORMATION

Member Levine reminded Transportation Authority staff that the CAC was promised a tour of the Southgate Road Realignment Project once it was completed. With the project nearing completion, he expressed continued interest in the CAC tour.

Member Daniels requested an update on the Evans Street corridor.

Member Davidson requested information on the underway e-bike pilots in the City and the possibility of a Transportation Authority e-bike rebate program.

Rachael Ortega requested a meeting with Transportation Authority staff to discuss her vision and broader transit hopes for the city.

Chair Ortiz requested quarterly quick-build updates from the SFMTA. He also requested information on what a cross-departmental study, that centered community, for the central freeway removal would look like as well as a presentation on what the options were to move forward.

Vice Chair Siegal asked for a presentation from the San Francisco Police Department on their current and past work to deter bike theft.

12. Public Comment

During public comment, Edward Mason stated that corporate commuter buses were basically running empty, have many violations, and cause congestion along their route. He believed that due to their low ridership, they were a net generator of pollution.

Roland Lebrun commented that the Baylands Masterplan included no regional transit integration for the Geneva extension bus rapid transit or BRT. Since there was no seamless integration between SFMTA and Caltrain, he proposed moving the Bayshore station further south into San Mateo County until it intersects with the Geneva extension which would create a regional transportation hub.

Chair Ortiz suggested some new business items. He requested a presentation on enforcement methods and ridership data for commuter buses. He also requested a presentation on the historical data and any past studies on a regional express bus network.

13. Adjournment

The meeting was adjourned at 8:40 p.m.

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Memorandum

AGENDA ITEM 4

DATE: April 18, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 5/9/2023 Board Meeting: Allocate $4,270,000 in Traffic Congestion Mitigation Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for the FY24 & FY25 Application-Based Residential Traffic Calming Program

RECOMMENDATION ☐ **Information** ☒ **Action**	☒ Fund Allocation
Allocate $4,270,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for the FY24 & FY25 Application-Based Residential Traffic Calming Program	☐ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____
SUMMARY The Transportation Authority Board approved programming of the subject $4,270,000 in TNC Tax funds to SFMTA's new multi-phase, multi-year Application-Based Residential Traffic Calming Program presented to the Board on April 11, 2023, subject to final approval on April 25, 2023. The revamped program is intended to reduce the timeline for implementation from 3-4.5 years to 9-12 months. Attachment 1 lists the subject request, including phases of work, supervisorial districts and leveraging of other funds. Attachment 2 provides a brief description of the project. Attachment 3 contains the staff recommendations.	

DISCUSSION

Attachment 1 summarizes the subject request. Attachment 2 includes a brief project description. Attachment 3 summarizes the staff recommendations for the request. An Allocation Request Form for the project is attached, with more detailed information on scope, schedule, budget, funding, and deliverables.

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FINANCIAL IMPACT

The recommended action would allocate $4,270,000 in TNC Tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the TNC Tax Fiscal Year 2022/23 allocations 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 Fiscal Year 2022/23 annual budget. 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 26, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Request
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendations
- Attachment 4 – TNC Tax Allocation Summary – FY 2022/23
- Attachment 5 – Allocation Request Form (1)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
TNC Tax	Residential Traffic Calming	SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming	$ 4,270,000	$ 4,270,000	NA	0%	Planning, Design, Construction	TBD
			TOTAL	**$ 4,270,000**	**$ 4,270,000**	**0%**	**0%**		

Footnotes

[1] "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

[2] Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

[3] "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

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

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	TNC Tax Funds Requested	Project Description
Residential Traffic Calming	SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming	$ 4,270,000	The Residential Traffic Calming Program is an evalution of community-initiated requests for locations that can benefit from slower traffic speeds that can be achieved through implementation of low-cost safety improvements such as speed humps, speed cushions, speed tables, raised crosswalks, median islands, traffic circles, changes to lane widths, and lane shifting. The application-based program objectively evaluates requests and only recommends traffic calming where speeding is confirmed through data collection (in addition to other defined criteria). Starting with the FY 24 & FY25 Application-Based Residential Traffic Calming Program, the SFMTA is changing the way this program is structured, from an annual program to SFMTA processing applications on a quarterly basis. This request will fund a multi-phase, two-year program to enable the SFMTA to plan, design, and construct approximately 200 traffic calming devices on a continuous rolling basis, with the goal of accelerating project delivery by as much as two years. The project will start in July 2023, and all locations will be open for use by June 2025.
		TOTAL	**$4,270,000**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
TNC Tax	SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming			$ 4,270,000	**Deliverable:** By June 2024, SFMTA shall provide an update to the Board on the new, rolling application-based program, including but not limited to the number of applications received and accepted, locations designed and constructed, recommended device by locations, and a summary of the project delivery challenges and successes. **Special Condition:** Approval is contingent upon Board adoption of the TNC Tax Program Guidelines, which is expected at the April 25, 2023 Board meeting. **Multi-Phase Allocation:** We are recommending a multi-phase allocation given overlapping schedules of the planning, design, and construction phases at different locations.
		TOTAL	**$ -**	**$ -**	**$ 4,270,000**	

[1] See Attachment 1 for footnotes.

Attachment 4.
TNC Tax Allocation Summary - FY2022/23

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)					
FY2022/23	**Total**	**FY 2022/23**	**FY 2023/24**	**FY 2024/25**	**FY 2025/26**
Prior Allocations	$ 4,451,857	$ 300,000	$ 659,400	$ 3,492,457	$ -
Current Request(s)	$ 4,270,000	$ -	$ 1,287,500	$ 2,367,500	$ 615,000
New Total Allocations	$ 8,721,857	$ 300,000	$ 1,946,900	$ 5,859,957	$ 615,000

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	FY24 & FY25 Application-Based Residential Traffic Calming Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Traffic Calming
Current TNC TAX Request:	$4,270,000
Supervisorial District	TBD

REQUEST

Brief Project Description

Multi-phase, two year grant to enable SFMTA to evaluate application-based residential traffic calming requests starting July 1, 2023 and to plan, design, and construct traffic calming devices on a continuous rolling basis, with the goal of accelerating project delivery by as much as two years. The project scope includes an estimated 200 traffic calming measures, including speed humps, speed cushions, speed tables and raised crosswalks.

Detailed Scope, Project Benefits and Community Outreach

Description
The San Francisco Municipal Transportation Agency (SFMTA) requests $4,270,000 in TNC Tax funds for the Application-Based Residential Street Traffic Calming Program. The Proposition D Traffic Congestion Mitigation Tax was passed by San Francisco voters in November 2019. The measure, also referred to as the Transportation Network Company (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 intent of the TNC Tax program is to deliver improvements to transit reliability and safety on San Francisco's roadways, mitigating the effects of increased congestion due to TNC vehicles. This allocation will cover the planning, design, and construction of traffic calming devices in that have been requested by residents across the entire city.

Traffic Calming Demand
Interest in the residential street traffic calming program has increased significantly in the last several years as residents and elected officials alike have become more focused on achieving safer, more livable streets in San Francisco neighborhoods. During the five-year period July 2015 through June 2019 (FY16-17 through FY19-20 program cycles), an average of 101 traffic calming applications were submitted each year. Between July 2019 and June 2020 (FY20-21 program cycle), that number more than doubled to 221, and for the FY21-22 cycle the number of applications received soared to an all-time high of 341. More recently, between July 2021 and June 2022 (FY22-23 program cycle), application numbers returned to pre-pandemic levels, however, we have every reason to believe this decrease is only temporary and demand will remain high, particularly as the SFMTA implements additional reforms to the application-based program that are specifically designed to increase

participation by removing barriers to entry, streamlining administrative processes, and shortening the evaluation and construction timelines. Additional reforms include no longer requiring applicants submit a petition with their application, and no longer balloting residents as a matter of course during the legislative process.

In the last several years there also has been a comparable increase in the number of proactive traffic calming projects, which include direct requests by elected officials, emergency responses to specific incidents, and requests associated with separate projects or programs (e.g., Quick Build program, Slow Streets program, and Vision Zero).

No matter where they originate, all traffic calming requests effectively follow the same process. Requests are evaluated against established policies, standards and guidelines, requests that meet the criteria proceed to the next phase where designs are vetted with partner agencies and key stakeholders (particularly Muni and Fire), then recommended improvements are legislated and constructed.

Due to the increase in demand, SFMTA staff has been working with SFCTA staff and our project delivery partners to explore ways to expedite traffic calming delivery. To that end, SFMTA proposes changing the way application-based traffic calming is funded and managed going forward from an annual, separated phase process to something more integrated and frequent. Beginning with this allocation request, SFMTA proposes processing traffic calming applications on a quarterly rather than annual basis.

Integration of Existing Traffic Calming Program of Projects

The application-based traffic calming program has been evaluating applications on an annual basis for over ten years, therefore shifting to a quarterly model will require consolidating phases that are still in progress from previous program cycles.

Below is a list of previous program cycles along with details about how we intend to integrate any outstanding phases from those cycles into the new multi-phase structure:

Application-Based Traffic Calming Program – FY18-19 Cycle
- PLN Phase (138-907118) – COMPLETE
- DES Phase (138-907135) – COMPLETE
- CON Phase (138-907136) – In Progress. Nine traffic calming devices remain to be installed. All are on Public Work's list for construction and are expected to be complete by June 2023, before we begin the new multi-phase program structure in July 2023, therefore no integration is required.

Application-Based Traffic Calming Program – FY19-20 Cycle
- PLN Phase (138-907137) – COMPLETE
- DES Phase (138-907148) – COMPLETE
- CON Phase (138-907172) – COMPLETE

Application-Based Traffic Calming Program – FY20-21 Cycle
- PLN Phase (138-907149) – COMPLETE
- DES Phase (138-907176) – COMPLETE
- CON Phase (138-907185) – In Progress. The first two phases of this program cycle are complete, and a separate stand-alone allocation request for construction phase was approved in October 2022. That funding will allow completion of construction phase by June 2023, before we begin the new multi-phase program structure in July 2023, therefore no integration is required.

Application-Based Traffic Calming Program – FY21-22 Cycle
- PLN Phase (138-907173) – COMPLETE

- DES Phase (138-907186) – In Progress. A separate stand-alone allocation request for design phase was approved in October 2022. That funding will allow SFMTA staff to complete design phase by June 2023, before we begin the new multi-phase program structure in July 2023, therefore no integration is required.
- CON Phase – Funding for and completion of construction phase for the FY21-22 Cycle will be integrated into the new multi-phase program beginning July 2023 (see attached Schedule Details table).

Application-Based Traffic Calming Program – FY22-23 Cycle
- PLN Phase – In Progress. SFMTA expects to complete planning phase by June 2023, before we begin the new multi-phase program structure in July 2023, therefore no integration is required.
- DES Phase – SFMTA staff will submit a separate allocation request to fund and complete this phase concurrently with the new multi-phase program beginning January 2024 (see attached Schedule Details table).
- CON Phase – SFMTA staff will submit a separate allocation request to fund and complete this phase concurrently with the new multi-phase program beginning July 2024 (see attached Schedule Details table).

Application-Based Traffic Calming Program – FY23-24 Cycle
This program cycle, which would have collected applications between July 2022 and June 2023, has been deferred and will be incorporated into the new multi-phase program that will begin July 2023.

The SFMTA anticipates reopening the application-based traffic calming process in July 2023, which will shorten the overall timeframe for applications. Under the existing program structure, applications are accepted for twelve months, from July to June, then grouped together for evaluation each fall. Conversely, under the proposed new multi-phase program structure, SFMTA will evaluate applications on a rolling quarterly basis, which means applications received from July to September 2023 will be evaluated from October to December 2023. And more importantly, on blocks that qualify, implementation of recommended improvements should occur from January to June 2024, which is a full two years faster than implementation would be expected to occur under the existing program structure.

Multi-Phase Application-Based Traffic Calming Process
Applications submitted between July 1, 2023 and September 30, 2023 (and applications submitted each quarter thereafter), will be grouped together for tracking purposes and proceed as follows:
1. Planning Phase
Evaluation: As applications arrive, SFMTA staff will perform an initial assessment to ensure application is complete and the block is a suitable candidate for the traffic calming program. This includes but is not limited to the following: verifying block limits; verifying petition signatures (where applicable); checking for prior traffic calming applications and whether the block is already part of a separate project or program; and confirming street grade, street classification, lane configuration, and parking arrangement.
Analysis & Determination: SFMTA staff will collect the additional data needed to determine whether an application qualifies. Once this data is gathered for all applications, they will be evaluated primarily based on speeds, traffic counts, collisions, and nearby land use, which can include the presence of schools, transit stops, the bicycle network, commercial zone, and parks. This step is expected to take approximately two months to complete, with the majority of that time devoted to coordinating speed and volume data collection through an on-call consultant. A list of accepted locations will be provided with each quarterly report for this grant.
Notification: Once the analysis and determination is complete, applicants will be informed whether their location meets the criteria for acceptance and will proceed to design phase.

2. Design Phase

Design Review & Device Selection: SFMTA staff will investigate each accepted application location to determine the appropriate traffic calming tool, then those recommendations will be reviewed by SFFD, Muni and other stakeholders, where applicable.

Final Approval: SFMTA engineers will finalize the designs and bring the proposals through the SFMTA's standard approval process (TASC à Public Hearing à City Traffic Engineer). A list of designed and approved devices, by location, will be provided with each quarterly report for this grant.

3. Construction Phase

Once traffic calming measures have been approved, they will be handed off for construction by either city forces or as-needed private contractors. As part of the new quarterly evaluation structure, SFMTA staff anticipates constructing traffic calming devices on a continuous rolling basis as outlined in the schedule section below. A list of devices put out for construction and completed will be provided with each quarterly report for this grant.

Key Tasks:

- Mark location of devices in the field
- Construct devices to SFMTA specifications
- Conduct quality control inspections
- Prepare work orders and update striping drawings
- Install permanent signs and markings

Environmental Review

All traffic calming measures implemented through this allocation request will receive environmental clearance by the SFMTA Environmental Review Team during design phase as part of the final approval process. Typically, traffic calming improvements will be categorically exempt.

Efficiencies & Economies of Scale

Both labor and construction costs continue to increase each year. SFMTA requests this multi-phase, multi-year allocation to streamline the evaluation of traffic calming applications and accelerate the delivery of traffic calming measures as described above. These improvements will not be possible under the current structure, which involves collecting applications over a twelve-month period then submitting separate fund requests for the three phases, each of which can add 4-6 months to the project delivery timeline.

Schedule

We anticipate construction will be performed by San Francisco Public Works (SFPW) and private contractors as necessary to meet demand. Regardless of the delivery method, construction of the improvements funded by this grant is expected to begin as early as January 2024 and continue on a rolling basis for the duration of the grant period.

A table outlining the new multi-phase, multi-year program approach is attached to this request. The first quarterly period will begin with a planning phase in July 2023, followed by a design phase that starts in October 2023, and finally a construction phase beginning in January 2024. This process will repeat in subsequent quarters through June 2025, as outlined in the table. The new approach will help streamline the application-based traffic calming program and allow SFMTA to better integrate traffic calming work into existing staff workplans.

Additionally, the construction phase for FY21-22 cycle will be integrated into and occur concurrently with the new multi-phase process beginning in July 2023. And finally, design and construction phases for FY22-23 cycle, will occur concurrently with the new multi-phase process beginning in January 2024 (or when funding from the separate allocation requests becomes available).

The multi-year aspect of this allocation request will provide sufficient time for these new processes to take hold and become fully incorporated into the workplans of SFMTA staff. Also, a multi-phase, multi-year allocation will provide the time and predictability needed to establish consistent project delivery pipelines.

SFMTA staff acknowledges the proposed schedule is ambitious and recognizes minor adjustments to individual phases, particularly those that overlap, may be necessary as we remake the application-based traffic calming program. All adjustments will be detailed in the quarterly progress reports provided to the SFCTA and SFMTA staff will notify the SFCTA in advance of any significant anticipated delays. SFMTA staff acknowledges potential project delivery challenges particularly during the initial implementation with overlapping constructions phases. SFMTA staff are prepared with existing resources including SFPW Bureau of Street and Sewer Repair and Job Order Contracts but will explore options like issuing a SFMTA contract to increase capacity if necessary.

Project Location

TBD

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given overlapping schedules of the planning, design and construction phases at different locations.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	n/a
Prop AA Strategic Plan Amount:	n/a

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	FY24 & FY25 Application-Based Residential Traffic Calming Program
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Apr-May-Jun	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2023	Apr-May-Jun	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

SCHEDULE DETAILS

Outreach during the design phase will consist of targeted communication with fronting property owners where necessary and the standard public notification process associated with Engineering Public Hearings. Residents will be periodically notified via email of the construction schedule. Staff will answer any questions or address concerns from residents about their projects. Construction for all traffic calming projects is coordinated with other citywide efforts.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	FY24 & FY25 Application-Based Residential Traffic Calming Program
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	$4,270,000	$0	$0	$4,270,000
Phases In Current Request Total:	$4,270,000	$0	$0	$4,270,000

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$200,000	$200,000	Engineer's estimate based on prior work
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$225,000	$225,000	Engineer's estimate based on prior work
Construction	$3,845,000	$3,845,000	Engineer's estimate based on prior work
Operations	$0		
Total:	$4,270,000	$4,270,000	

% Complete of Design:	0.0%
As of Date:	02/02/2023
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET FOR PLANNING

BUDGET SUMMARY

Agency	Task 1 - Project Initiation	Task 2 - Needs and Opportunity Assessment	Task 3 - Public Participation	Task 4 - Develop Recommendations	Task 5 - Project Management	Total
SFMTA	$ 10,000.00	$ 45,000.00	$ 15,000.00	$ 45,000.00	$ 25,000.00	**$ 140,000**
SFCTA	$ -	$ -	$ -	$ -	$ -	**$ -**
Consultant	$ -	$ -	$ -	$ 60,000.00	$ -	**$ 60,000**
Other Direct Costs	$ -	$ -	$ -		$ -	**$ -**
Total	**$ 10,000**	**$ 45,000**	**$ 15,000**	**$ 105,000**	**$ 25,000**	**$ 200,000**

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Sr. Engineer (5211)	20	$ 103.50	$ -	$ 246.27	0.010	**$ 5,024**
Engineer (5241)	100	$ 89.44	$ -	$ 214.62	0.048	**$ 21,548**
Associate Engineer (5207)	200	$ 77.24	$ -	$ 187.15	0.096	**$ 37,496**
Assistant Engineer (5203)	400	$ 66.37	$ -	$ 163.19	0.192	**$ 65,274**
Engineering Associate (5366)	40	$ 62.32	$ -	$ 154.05	0.019	**$ 6,162**
Senior Clerk (1406)	40	$ 44.05	$ -	$ 112.39	0.019	**$ 4,496**
Contingency	0	$ -	$ -	$ -	0	**$ -**
Total	**801**				**0.385**	**$ 140,000**

San Francisco County Transportation Authority

TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	225,000	
2. Consultant	$	-	
3. Other Direct Costs *	$	-	
4. Contingency	$	-	0%
TOTAL PHASE	**$**	**225,000**	

TOTAL LABOR COST BY AGENCY		
SFMTA	$	225,000
SFPW	$	-
TOTAL	**$**	**225,000**

San Francisco County Transportation Authority

TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET FOR CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Traffic Calming					
Task 1: Asphalt Raised Crosswalk	$ 400,000	11%	$ 400,000	$ -	$ -
Task 2: Speed Table	$ 180,000	5%	$ -	$ -	$ 180,000
Task 3: Speed Hump/Cushion	$ 2,400,000	66%	$ 400,000	$ -	$ 2,000,000
Task 4: Traffic Island	$ 240,000	7%	$ 240,000	$ -	$ -
Task 5: Paint & Signs	$ 400,000	11%	$ -	$ 400,000	$ -
Subtotal	$ 3,620,000	100%	$ 1,040,000	$ 400,000	$ 2,180,000
2. Construction Management/Support	$ 225,000	6%	$ -	$ 225,000	
4. Other Direct Costs *	$ -	0%	$ -	$ -	
5. Contingency	$ -	0%	$ -	$ -	
TOTAL CONSTRUCTION PHASE	**$ 3,845,000**		**$ 1,040,000**	**$ 625,000**	**$ 2,180,000**

Schedule Details

	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
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					
										Approved Applications: Field Marking, Work Orders, Installation, and Inspection						Accepted Applications: Design, TASC, Public Hearing, and Final Approval				Submitted Applications: Assessment, Data Collection,		
													Approved Applications: Field Marking, Work Orders, Installation, and Inspection						Accepted Applications: Design, TASC, Public Hearing, and Final Approval					
																Approved Applications: Field Marking, Work Orders, Installation, and Inspection						Accepted Applications: Design, TASC, Public Hearing, and Final Approval			
																			Approved Applications: Field Marking, Work Orders, Installation, and Inspection					
																						Approved Applications: Field Marking, Work Orders, Installation, and Inspection **(con't into FY26)**		
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											

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	FY24 & FY25 Application-Based Residential Traffic Calming Program
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total TNC TAX Requested:	$4,270,000	**Total TNC TAX Recommended**	$4,270,000

SGA Project Number:		**Name:**	FY24 & FY25 Application-Based Residential Traffic Calming Program
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Planning/Conceptual Engineering	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-602	$100,000	$100,000	$200,000

Deliverables

1. Quarterly progress reports (QPRs) shall describe outreach, evaluation, prioritization, and project development activities (i.e. community meetings, balloting) performed in the prior quarter in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. QPRs shall include the list of applications and status (e.g. under review, accepted, rejected), and identify the locations that will be considered for implementation.

3. Upon completion of the planning phase, provide the final list of approved traffic calming measures by location.

Special Conditions

1. Approval is contingent upon Board adoption of the TNC Tax Program Guidelines, which is expected at the April 25, 2023 Board meeting.

SGA Project Number:		**Name:**	FY24 & FY25 Application-Based Residential Traffic Calming Program
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Design Engineering	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-602	$112,500	$112,500	$225,000

Deliverables
1. Quarterly progress reports shall include the list of treatments by location, and note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.
2. On completion of the design phase, provide evidence of completion of design, i.e. SFMTA Board action(s) legislating the improvements planned for each location.
Special Conditions
1. Approval is contingent upon Board adoption of the TNC Tax Program Guidelines, which is expected at the April 25, 2023 Board meeting.

SGA Project Number:		**Name:**	FY24 & FY25 Application-Based Residential Traffic Calming Program
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	06/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
TNC TAX EP-602	$1,075,000	$2,155,000	$615,000	$3,845,000

Deliverables
1. Quarterly progress reports shall provide the number of traffic calming projects constructed in the previous quarter by type and location, and note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.
2. QPRs shall include 2-3 photos of existing conditions, work being performed, and completed work, and photos documenting compliance with the TNC Tax attribution requirements as described in the SGA.
3. By June 2024, SFMTA shall provide an update to the Board on the new, rolling application-based program, including but not limited to the number of applications received and accepted, locations designed and constructed, recommended device by locations, and a summary of the project delivery challenges and successes since July 2023.
Special Conditions
1. Approval is contingent upon Board adoption of the TNC Tax Program Guidelines, which is expected at the April 25, 2023 Board meeting.

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	FY24 & FY25 Application-Based Residential Traffic Calming Program
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	$4,270,000

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
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San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 6

DATE: April 20, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 5/9/2023 Board Meeting: Approve Programming Priorities for Up to $5,640,041 in San Francisco's Estimated Fiscal Year 2023/24 State Transit Assistance County Block Grant Funds

RECOMMENDATION ☐ Information ☒ Action

Approve programming priorities for up to $5,640,041 in San Francisco's Estimated Fiscal Year (FY) 2023/24 State Transit Assistance (STA) funds as follows:

- Approve $3,300,000 for the San Francisco Municipal Transportation Agency's (SFMTA) Paratransit program
- Approve up to $ 2,340,041 for the Bay Area Rapid Transit District's (BART) Elevator Attendant Program through the San Francisco Lifeline Transportation Program (SF LTP) Cycle 3

SUMMARY

In FY 2023/24, San Francisco will receive up to $5,640,041 in STA County Block Grant funds from the Metropolitan Transportation Commission (MTC). 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. Consistent with past programming cycles, we recommend programming $3,300,000 in FY 2023/24 STA block grant funds to the SFMTA's Paratransit program which includes the Essential Trip Card (ETC) program. We recommend programming up to $2,340,041 (at 100% of revenue projection) to BART's Elevator Attendant Program through the SF LTP which is funded by STA funds. The SF LTP 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. The Elevator Attendant Program helps to improve safety, mobility, and accessibility for BART and SFMTA customers who rely on the elevators to access the four downtown

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

shared BART and SFMTA stations. BART and SFMTA contribute equally to the cost of the program. Attachments 1 and 2 include detailed descriptions of the projects, including cost and funding information.	

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, even before the COVID-19 pandemic, 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 distribution policy for STA population-based funds.

In FYs 2018/19 and 2019/20, San Francisco received a total of $7.7 million in STA block grant funds. The Board directed $3.1 million to the SFMTA for its paratransit program based on the amount that SFMTA would have received under the regional program in FY 2018/19. For the remaining $4.7 million, the Board approved the SF LTP Cycle 1 program of projects that address transportation needs of low-income populations, as shown in Table 1 on the following page.

In April 2020, the Board programmed all of San Francisco's estimated FY 2020/21 STA funds, up to $3.794 million, to the SFMTA's paratransit program but due to decreased revenues the actual amount received by SFMTA was $3,157,152.

In April 2021 the Board programmed all of San Francisco's estimated FY 2021/22 STA funds, up to $3.013 million, for SFMTA's paratransit program given concerns with the impact of the pandemic on paratransit funding sources and the desire to meet the funding needs of the program. In June 2022, the Board programmed $1.036 million in STA funds, mostly from excess STA revenues collected in FY 2021/22, to BART's Elevator Attendant Program (covering both BART and Muni shares) through SF LTP Cycle 2 to continue addressing the transportation needs of low-income populations.

Table 1. San Francisco STA County Block Grant Program Fiscal Years 2018/19 – FY 2021/22		
Fiscal Year(s)	**Project (Sponsor)**	**Total Amount (Actuals)**
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	Paratransit (SFMTA)	$3,012,914
	Elevator Attendant Program (BART)	$1,035,626
	Total	**$14,953,302**

* The Board programmed up to $3,794,003 in STA County Block Grant funds for Paratransit in FY 20/21, but due to decreased revenues the actual amount received by SFMTA was $3,157,152.

There were no funds available for CMAs to program in the FY 2022/23 STA County Block Grant program. In October 2021, the MTC Commission approved MTC Resolution 4481, which programmed American Rescue Plan transit formula funds in the Bay Area. As a part of this action, and in close coordination with transit operators MTC identified a need of $85 million for various regional initiatives that emerged from the Blue Ribbon Transit Recovery Task Force. However, due to the need to preserve eligibility for transit operators to receive additional federal relief funds, the $85 million came through an exchange of funds from the STA program and the Transit Capital Priorities program. This exchange resulted in the suspension of FY 2022/23 STA funds that would have been distributed to the CMAs through the STA County Block Grant program. SFMTA received STA funds directly from MTC in FY 2022/23 and used $3,853,147 of those funds for Paratransit.

DISCUSSION

In February each year, we receive an estimate of San Francisco's share of revenues for the next funding cycle as well as 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. When the Board approved the SF LTP Cycle 2 funds in June 2022, we noted that we would return in Spring 2023 to program the FY 2023/24 STA revenues.

In FY 2023/24, San Francisco is projected to receive $5,640,041 in STA revenues, which is higher than the previous three fiscal years. Due to the uncertainty of forecasting STA revenues, MTC recommends programming 95% of the estimated STA revenues, which is $5,358,039 in available programming. We expect to receive updated FY 2023/24 revenues estimates in the fall, which may be higher than current estimates if the price of diesel fuel increases.

The estimated available STA funds for San Francisco and recommended programming for FY 2023/24 are shown in Table 2 below.

Table 2. Estimated Fiscal Year 2023/24 STA Funds for San Francisco	
Total Funds at 100% estimate	**$5,640,041**
Programming at 95% of Estimate *	**$ 5,358,039**
Recommended Programming	
SFMTA Paratransit Program	$3,300,000
SF LTP Cycle 3 (BART's Elevator Attendant Program)	$2,058,039, up to $2,340,041**

*Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount, up to 100% should revenues meet expectations.

**We recommend programming up to $2,340,041 to BART's Elevator Attendant Program if revenue actuals meet the current 100% estimate for FY23/24.

In the event of a shortfall in San Francisco's STA funds for FY 2023/24, the Transportation Authority will work with SFMTA and BART staff to adjust the Paratransit and BART Elevator Attendant Program funding plans accordingly.

Recommendation. As detailed in Attachment 1, we recommend programming $3,300,000 in county block grant funds to SFMTA's FY 2023/24 paratransit program operations including the continuation of the ETC, 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. This funding amount is $196,108 more than the annual average provided over the past 3 programming cycles, offsetting modest decreased contributions from BART and the San Francisco Department of Disability and Aging Services. 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.

Attachment 2 contains details of our recommendation to program $2,058,039 at 95% of the STA revenue estimate, up to $2,340,041 at 100% of the estimate, through SF LTP Cycle 3 for BART's Elevator Attendant Program in FYs 23/24 and 24/25. This funding amount is about $41,855 less than the annual average provided over the past 2 programming cycles. This program provides 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 the economic recovery for downtown San Francisco and encourages people to take transit. BART and SFMTA have confirmed that the agencies agree on cost sharing and the funding strategy for the project, and the two agencies will evenly split the responsibility to provide $4,727,234 in local matching funds evenly over the two-year program.

Next Steps. Following Board approval of this item, we will provide the Board resolution to MTC. We anticipate returning to the Board in Spring 2024 to program the FY 2024/25 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 26, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1: FY 2023/24 STA Block Grant Program Recommendation - SFMTA's Paratransit Program
- Attachment 2: FY 2023/24 San Francisco LTP Project Recommendation - BART's Elevator Attendant Program

Attachment 1.
Fiscal Year 2023/24 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 2023/24.

The ETC program is a taxi service available to all seniors and individuals with disabilities who need to complete essential trips. The Mobility Management staff at SF Paratransit have been engaging with the community to ensure individuals are informed about this program. Over the past year, staff have continued to conduct outreach, both virtual and in-person, to various organizations. Enrollment data has shown that most enrollees heard about the ETC program from either family/friends or were

referred from a city agency or local nonprofit. The audience has ranged from social workers at Kaiser to staff workers at Catholic Charities to seniors and people with disabilities attending services at IT Bookman Community Center, OMI Senior Center, and Mission YMCA or residing at congregate housing sites, such as the Rosa Parks Apartments and the Sequoias. To make this a permanent program, long term funding will need to be identified.

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

PARATRANSIT PERFORMANCE INDICATORS	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 22/23 (AS OF FEB 2023)
Total Passenger Trips Provided	751,166	720,807	592,207	387,136	488,085	339,472
ETC Trips Provided	N/A	N/A	3,963	63,729	83,939	55,496
On-time Percentage: Group Van & Access Van	85.79%	83.07%	90.85%	99.32%	94.64%	93.21%
On-time Percentage: Taxi	97.17%	96.16%	95.53%	95.80%	92.79%	92.29%
Complaints	834	739	517	217	249	146
Cost per Passenger Trip	$34.68	$39.01	$44.87	$57.56	$53.17	$54.28

Attachment 1.
Fiscal Year 2023/24 State Transit Assistance County Block Grant Program
Programming Recommendation
Paratransit

Paratransit Draft Funding & Budget Changes - FY2023/24

Funding Plan - by sub-project

Revenues/Recovery	Approved FY2022/23 Budget	Approved % of Contract Budget	Proposed FY2023/24 Budget	Proposed % of Contract Budget	Increase (Decrease)	% Change
Paratransit (including Essential Trip Card Program)						
Federal Transit Agency 5307	$ 5,442,399	16.5%	$ 5,585,157	16.5%	$ 142,758	3%
Prop K/L*	$ 13,300,000	40.2%	$ 14,039,647	41.4%	$ 739,647	6%
BART ADA Contribution	$ 2,336,549	7.1%	$ 2,134,502	6.3%	$ (202,047)	-9%
State Transit Assistance (STA) - Paratransit **	$ 3,853,147	11.7%	$ 3,300,000	9.7%	$ (553,147)	-14%
SFMTA Operating Budget	$ 7,432,605	22.5%	$ 8,333,720	24.6%	$ 901,115	12%
Department of Disabled and Aging Recovery	$ 600,000	1.8%	$ 500,000	1.5%	$ (100,000)	-17%
Paratransit subtotal	**$ 32,964,700**	99.7%	**$ 33,853,026**	99.9%	**$ 928,326**	

Shop-a-Round/ Van Gogh Shuttles	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget
Prop K/L	$ 61,832	0.2%	$ -	0.0%
Other	$ -	0.0%	$ -	0.0%
Shuttles subtotal	**$ 61,832**	**0.2%**	**$ -**	**0.0%**
Ramp Taxi Incentives				
Prop K/L	$ 40,000	0.1%	$ 40,000	0.1%
Other	$ -	0.0%	$ -	0.0%
Taxi Incentives subtotal	**$ 40,000**	**0.1%**	**$ 40,000**	**0.1%**
Total	**$ 33,066,532**	**100.0%**	**$ 33,893,026**	**100.0%**

Major Line Item Budget

Apportionment	Approved FY2022/23 Budget	Approved % of Contract Budget	Proposed FY2023/24 Budget	Proposed % of Contract Budget	Increase (Decrease)
Paratransit Broker	$ 33,066,532	100%	$ 33,893,026	100%	$ 826,494
Muni Paratransit Staff ***	$ 383,975	1%	$ 410,363	1%	$ 26,387
Total	**$ 33,450,507**	101%	**$ 34,303,389**	101%	**$ 852,881**

* Staff will present the Prop L Strategic Plan Baseline to the Board in May 2023 and will present the Paratransit Prop L 5-Year Prioritization Program (5YPP) to the Board in July 2023. Prop L funds will be available for allocation to Paratransit either concurrently or following the 5YPP approval.

** The Transportation Authority did not program any STA County Block Grant funds in FY 2022/23 due to the suspension of the program for one fiscal year when STA funds went directly from the Metropolitan Transportation Commission to transit operators. SFMTA received $3,853,147 that they programmed to Paratransit. FY 2023/24 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 2023/24, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan accordingly.

*** Not funded by Prop K or Prop L

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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 2023/24 San Francisco Lifeline Transportation Program (SF LTP) Cycle 3 Programming Recommendation

Elevator Attendant Program

Sponsor: Bay Area Rapid Transit (BART), with San Francisco Municipal Transportation Agency (SFMTA)
Recommended SF LTP Cycle 3 Programming: $2,058,039, up to $2,340,041
Recommended Phase: Operations
Districts: 3, 5, 6

SCOPE

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 which helps fund the project through June 2023. 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 2023.

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 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 3 application for additional details on the Elevator Attendant Program.

REPORTING AND PERFORMANCE METRICS

As a condition of receiving the SF LTP funds, BART will be required to provide quarterly progress reports to the Transportation Authority. BART will report on the effectiveness of the project with the following performance metrics:

PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY	GOAL
Users Served	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
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

San Francisco
County Transportation
Authority

COST (SEE DETAILS BELOW)

	TOTAL COST FY 2023/24–FY 2024/25
Attendant Costs (52 weeks per year, 7 days per week, 21 hours per day)	$4,535,728
Program Oversight, Weekly Reporting, Workforce Development, Other Grant Activities	$1,329,868
Non-Personnel/Variable Costs (e.g. phones, uniforms)	$19,200
Indirect Costs (e.g. administration, overhead)	$900,476
Total Cost	**$6,785,272**

FUNDING PLAN

SOURCE	STATUS	TOTAL FUNDING FY 2023/24–FY 2024/25	% OF COST BY FUND SOURCE
SF LTP Cycle 3	Planned	$2,058,039	30%
BART Operating Funds	Planned	$2,363,617	35%
SFMTA Operating Funds	Planned	$2,363,617	35%
	Total Funding	**$6,785,272**	

San Francisco County Transportation Authority

URBAN ALCHEMY ELEVATOR ATTENDANT ANNUAL BUDGET DETAILS

STATION	PARTICIPANTS/ STAFF	$/HR	HOURS/ DAY	DAYS	UNITS	ANNUAL COST
A. DIRECT PROGRAM PERSONNEL						
12 Months @ Powell St. Station						
Worker Participants	7.50	$21.00	7.00	365	-	$402,413
Fringe Benefits	-	-	-	-	38%	$152,917
12 Months @ Civic Center Station						
Worker Participants	7.50	$21.00	7.00	365	-	$402,413
Fringe Benefits	-	-	-	-	38%	$152,917
12 Months @ Montgomery Station						
Worker Participants	7.50	$21.00	7.00	365	-	$402,413
Fringe Benefits	-	-	-	-	38%	$152,917
12 Months @ Embarcadero Station						
Worker Participants	7.50	$21.00	7.00	365	-	$402,413
Fringe Benefits	-	-	-	-	38%	$152,917
Stand-In for Absence due to illness/PTO	-	-	-	-	-	$46,547
Direct Program Personnel Total	-	-	-	-	-	**$2,267,864**
B. PROGRAM OVERSIGHT, WEEKLY REPORTING, WORKFORCE DEVELOPMENT, AND OTHER GRANT ACTIVITIES						
Program Director	1	$36.00	8.00	260	-	$74,880
Deputy Director	1	$30.00	8.00	260	-	$62,400
Site Supervisors	6	$26.00	8.00	260	-	$324,480
Fringe Benefits	-	-	-	-	44%	$203,174
Program Oversight Total	-	-	-	-	-	$664,934
Personnel Total	-	-	-	-	-	**$2,932,798**
C. NON-PERSONNEL / VARIABLE COSTS						
Phones	1	-	-	-	$2,000	$2,000
Uniforms	38	-	-	-	$200	$7,600
Non-Personnel Total	-	-	-	-	-	**$9,600**
TOTAL DIRECT COSTS:	-	-	-	-	-	**$2,942,398**
D. INDIRECT COSTS						
Administrative & Overhead	-	-	-	-	**13%**	**$450,238**
TOTAL COSTS PER YEAR	-	-	-	-	-	**$3,392,636**

San Francisco Lifeline Transportation Program (SF LTP) Cycle 3 Application

Application due by 5 p.m., April 13, 2023

Project Name: Elevator Attendant Program **Project Type: Operating** **Project Sponsor:** BART and SFMTA **Date:** 04/14/23	**Date Received:** **April 14, 2023**

Complete this checklist to indicate the submitted items and to list any additional attachments. Clearly label attachments according to the numbering provided below. Attachments must be easily readable when reproduced in black and white.

To mark a box as checked, double click on the box and mark the "Default Value" as "Checked."

☒ **SF LTP Cycle 3 Application**

Provided Word file: Project Summary and Narrative

Provided Excel file: Schedule, Budget, and Funding Plan

☒ **Map of Project Area / Route Map with Transit Stops Indicated**

List additional attachments, such as letters of support, charts, drawings, and route schedule/timetable (add attachments as needed):

☒ **Attachment 1:** Schedule, Budget, and Funding Plan

☒ **Attachment 2:** Detailed Budget Projections

☒ **Attachment 3:** Elevator Attendant Program Details

☒ **Attachment 4:** Elevator Attendant Project Area Map

☒ **Attachment 5:** BART Program Factsheet

☒ **Attachment 6:** BART Factsheet 2023

FY23-24 and FY24-25 Budget Summary	Amount ($)	% Of Total Project Budget	Fund Source
Lifeline funding requested:	$2,058,039	30%	
Required local match:	$2,363,616.50	35%	BART Operating Funds
Other funding:	$2,363,616.50	35%	SFMTA Operating Funds
Total project budget:	**$6,785,272**	**100%**	

A. GENERAL PROJECT INFORMATION

1. Project Name: Elevator Attendant Program

2. Project Sponsor

Agency BART

Contact/Title Aileen Hernandez, Principal Grants Officer

Address 2150 Webster Street, 9th floor, Oakland, CA 94612

E-mail ghernan@bart.gov

Telephone (510) 851-3164

Contact/Title Daniel Cooperman, Senior Manager of Social Service Partnerships

Address 2150 Webster Street, 10th floor, Oakland, CA 94612

E-mail Daniel.cooperman@bart.gov

Telephone (510) 381-1897

3. Partner Agencies

Agency, Project Role, Contact Name/Title, Telephone, Email

Agency and Project Role: SFMTA, Funding Partner

Name and Title: Joel Goldberg, Manager of Programming and Grants

Telephone and Email: (415) 646-2520, joel.goldberg@sfmta.com

4. Brief Description of Project (50 words max.):

The Elevator Attendant Program, launched in 2018, provides a staff member to monitor each elevator at four BART/Muni shared stations: Civic Center/UN Plaza, Powell St., Montgomery St., and Embarcadero. The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems. The attendants also discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs.

B. PROJECT DETAILS

Please provide responses below or attach a separate document

Please see Attachment 3, Elevator Attendant Program Details

Project Need, Goals and Objectives

1. Provide a detailed project description. Estimate the number of people per month and year that will be served by this project.
2. 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.
3. 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.

Community-Identified Priority

4. 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.

Implementation Plan and Project Management Capacity

5. 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?
6. Describe your organization's ability to provide and manage the proposed project.
7. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.

Project Sustainability

8. 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(ies) and funding sources for all ongoing service.

Cost-Effectiveness and Performance Indicators

9. Demonstrate how the proposed project is the most appropriate and cost-effective way in which to address the identified transportation need.
10. Identify performance measures to track the effectiveness of the project in meeting the identified goals. Minimum requirements include:
    - Operating projects: 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).

Coordination and Program Outreach

11. 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.
12. Please confirm that BART and SFMTA are in agreement on project cost sharing, funding strategy, scope and schedule.

C. PROJECT SCHEDULE, BUDGET, AND FUNDING PLAN

1. Complete the schedule, budget and funding plan information in the attached Excel template.

   Please see Attachments 1 and 2.

San Francisco Lifeline Transportation Program Cycle 3 Application
Operating Project Schedule, Cost, and Funding Plan

San Francisco County Transportation Authority

Instructions: Enter major cost line items below. Additional lines may be added as needed.

Provide total labor cost by agency including start-up, administration, operating expenses, consultant costs, other direct costs (e.g., mailing, reproduction costs room rental fees), contingency, and evaluation as applicable. If the project is a multi- year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

Project Name:	Elevator Attendant Program
Project Sponsor:	BART and SFMTA

Operating Projects	
Start Date of Operations:	7/1/2023
End Date of Operations:	6/30/2025

Source	Year 1, FY23-24	Year 2, FY24-25	Year 3	Total	Status[1]
SF LTP (requested)	$1,029,020	$1,029,020	$0	$2,058,039	Planned
BART Operating Funds	$1,181,808	$1,181,808	$0	$2,363,617	Planned
SFMTA Operating Funds	$1,181,808	$1,181,808	$0	$2,363,617	Planned
	$0	$0	$0	$0	
	$0	$0	$0	$0	
	$0	$0	$0	$0	
Total Funding	**$3,392,636**	**$3,392,636**	**$0**	**$6,785,272**	

Cost by Task and Agency	Year 1, FY23-24	Year 2, FY24-25	Year 3	Total	Source of Cost Estimate
Attendant Costs (52 weeks per year, 7 days per week, 21 hours per day)	$2,267,864	$2,267,864	$0	$4,535,728	Based on actual cost
Program Oversight, Weekly Reporting, Workforce Development, other Grant Activities	$664,934	$664,934	$0	$1,329,868	Based on actual cost
Non-Personnel/Variable Costs	$9,600	$9,600	$0	$19,200	Based on actual cost
Indirect Costs	$450,238	$450,238	$0	$900,476	Based on actual cost
	$0	$0	$0	$0	
	$0	$0	$0	$0	
Total Expenditures	**$3,392,636**	**$3,392,636**	**$0**	**$6,785,272**	

Additional Schedule/Status/Cost/Source Information (If needed)

BART matching funds are planned and pending Board approval, anticipated on June 8, 2023. SFMTA funds are planned. Currently, BART and SFMTA are negotiating a new cost sharing agreement, expected to be executed summer 2023.

[1] 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.

[2] Clearly specify the source(s) and status of all funding. Include letter(s) of commitment from all agencies contributing towards the match. If the project is multi-year, provide letters of commitment for all years.

Detailed Budget Projections July 1, 2023 Through June 30, 2025								
Station	**Participants/ Staff**	**$/Hr**	**Hours/ Day**	**Days**	**Units**	**Year 1 FY23-24**	**Year 2 FY24-25**	**Total**
A. Direct Program Personnel								
12 Months @ Powell St								
Worker Participants	7.50	$ 21.00	7.00	365		$ 402,413	$ 402,413	$ 804,826
Fringe Benefits					38%	$ 152,917	$ 152,917	$ 305,834
12 Months @ Civic Center Station								
Worker Participants	7.50	$ 21.00	7.00	365		$ 402,413	$ 402,413	$ 804,826
Fringe Benefits					38%	$ 152,917	$ 152,917	$ 305,834
12 Months @ Montgomery Station								
Worker Participants	7.50	$ 21.00	7.00	365		$ 402,413	$ 402,413	$ 804,826
Fringe Benefits					38%	$ 152,917	$ 152,917	$ 305,834
12 Months @ Embarcadero Station								
Worker Participants	7.50	$ 21.00	7.00	365		$ 402,413	$ 402,413	$ 804,826
Fringe Benefits					38%	$ 152,917	$ 152,917	$ 305,834
Stand-In for Absence due to illness/PTO						$ 46,547	$ 46,547	$ 93,094
Direct Program Personnel Total						**$ 2,267,864**	**$ 2,267,864**	**$ 4,535,728**
B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities								
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
Fringe Benefits					44%	$ 203,174	$ 203,174	$ 406,349
Program Oversight Total						**$ 664,934**	**$ 664,934**	**$ 1,329,868**
Personnel Total						**$ 2,932,798**	**$ 2,932,798**	**$ 5,865,596**
C. Non-Personnel / Variable Costs								
Phones	1				$ 2,000	$ 2,000	$ 2,000	$ 4,000
Uniforms	38				$ 200	$ 7,600	$ 7,600	$ 15,200
Non-Personnel Total						**$ 9,600**	**$ 9,600**	**$ 19,200**
TOTAL DIRECT COSTS:						**$ 2,942,398**	**$ 2,942,398**	**$ 5,884,796**
D. Indirect Costs								
Administrative & Overhead					13%	**$ 450,238**	**$ 450,238**	**$ 900,476**
Total Costs						**$ 3,392,636**	**$ 3,392,636**	**$ 6,785,272**

Elevator Attendant Program Details

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.”1

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

[1] 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.2. 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

[2] 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."3 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

[3] 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

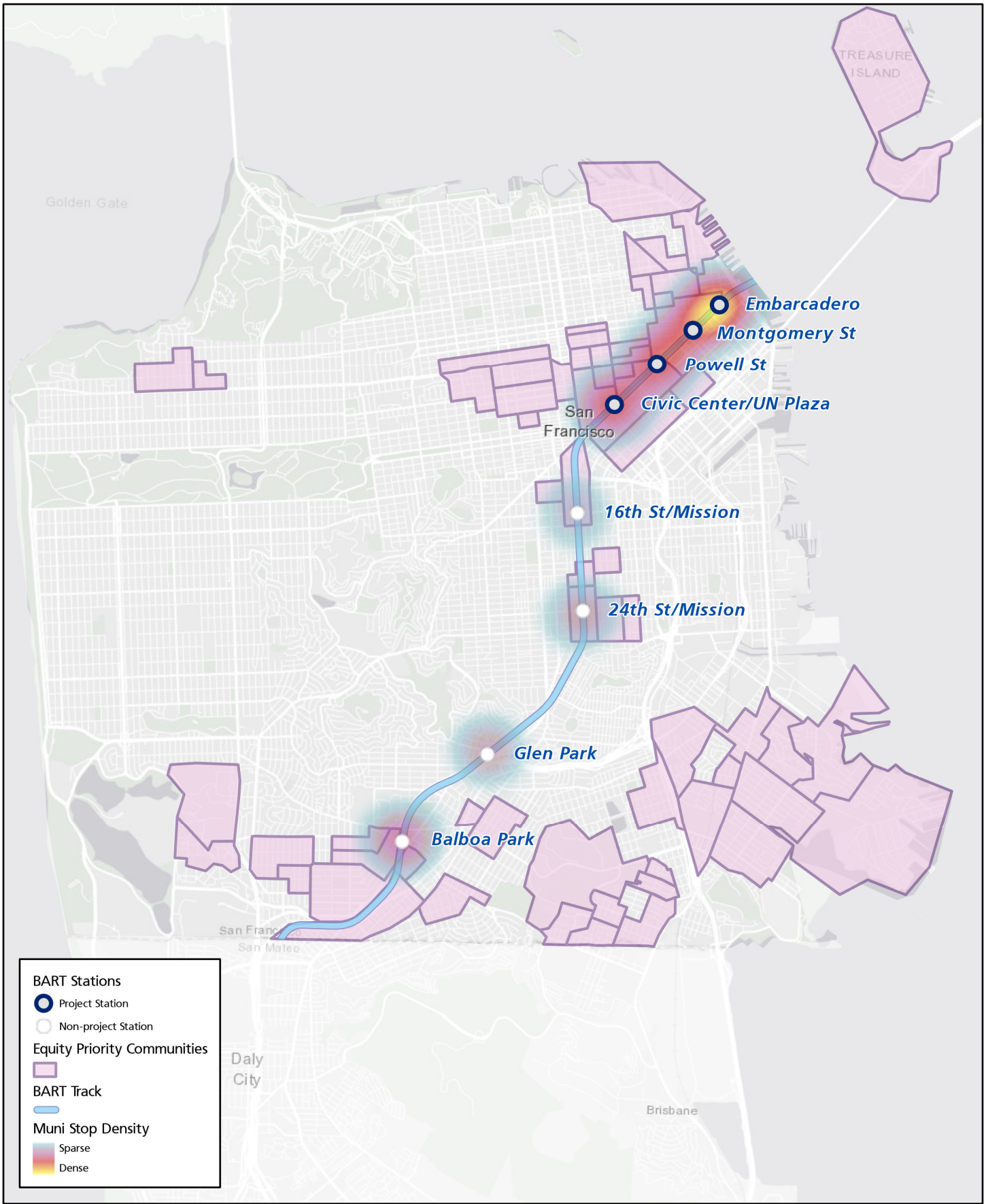
Please confirm that BART and SFMTA are in agreement on project cost sharing, funding strategy, scope and schedule.

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.

ELEVATOR ATTENDANT PROGRAM FY23-24 & FY24-25

EGIS - Enterprise Geographic Information System

Date: 4/13/2023



Notes:
Equity priority community - https://opendata.mtc.ca.gov/datasets/MTC::equity-priority-communities-plan-bay-area-2050/about
Muni stops - https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6

0 0.5 1 2 Miles

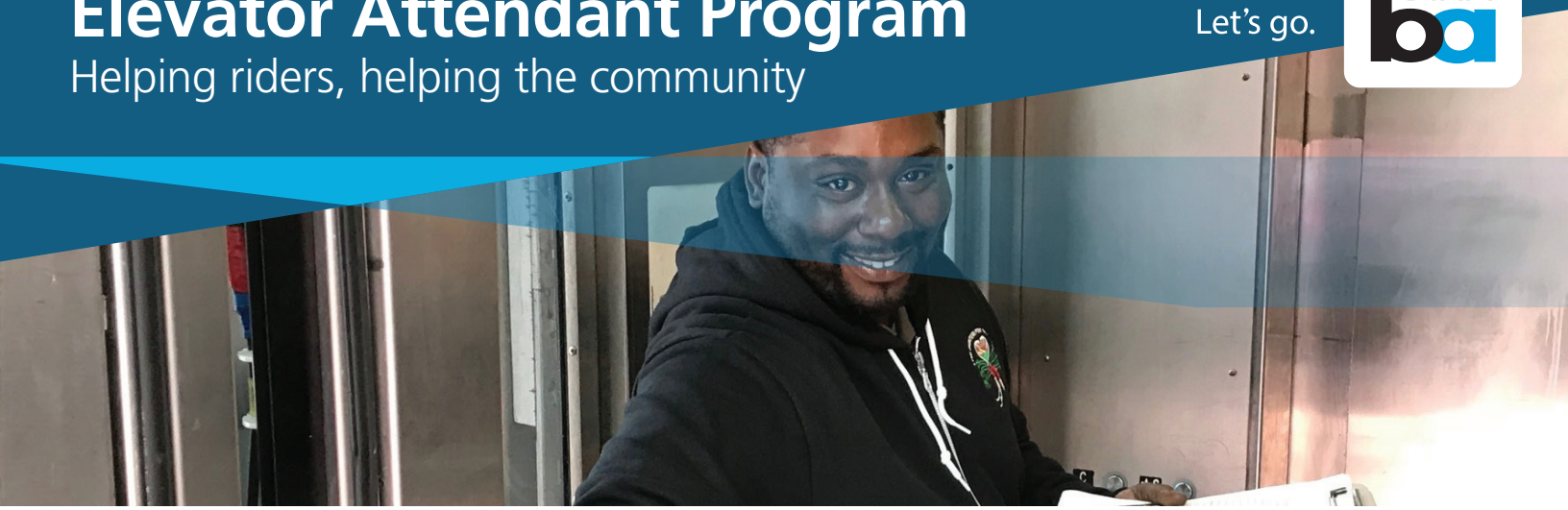
Map Displayed in North American Datum of 1983
California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
2150 Webster St., 3rd Floor, Oakland, CA 94612

Elevator Attendant Program

Helping riders, helping the community

Let's go.



Program Goal: Ensure elevators at the four downtown SF stations consistently remain safe, clean, and in working order for all BART/Muni patrons.

Over the past several years, the joint BART/SFTMA stations in downtown San Francisco have been increasingly challenged by the broader regional problems of homelessness, safety & security, drug activities, and vandalism. The station elevators have been used as bathrooms or for drug use—reflecting a broader crisis of homelessness and opioid abuse.

Inspired by the success of San Francisco's Pit Stop Program, which provided attendants at street level restrooms, BART and SFMTA launched a 6-month pilot in April 2018 to provide elevator attendants at the Civic Center & Powell St. stations. Before the pilot, only 44% of elevator user rated themselves as very or somewhat satisfied.

After the pilot, satisfaction shot up to 93%. Common comments included:

- "thank you for cleanliness & respectful attendant,"
- "very good for people with disabilities,"
- "awesome service,"
- "program amazing—commuting with two children," and
- "please keep this going. I feel so much safer and it doesn't smell".

The pilot proved so popular that the agencies expanded it in November 2019 to Embarcadero & Montgomery stations, funded in part thanks to an MTC Lifeline Grant from SFCTA.

BART/SFMTA initiated successful collaboration with Urban Alchemy (UA) to provide elevator attendant staff. UA is a community-based organization providing employment training and opportunities for vulnerable populations to lift them out of the cycle of poverty and hopelessness. Lena Miller, Founder and Executive Director, notes the men and women filling the attendant jobs are committed to hard work and improving the community because they know employment is key to success, "It's a point of pride for them to be working and bettering their lives."

The program has made a huge difference for customers who use the elevators. Pre-pandemic, over 160,000 people in a month rode the elevators with an attendant, 9% of those people with disabilities and 5% with families.

The results are solid—the program benefits transit riders and ensures a clean, safe experience for elevator users connecting to and from Market street for work, school, day care, entertainment, and tourism. A pleasant and welcoming Market Street and transit experience is essential to downtown San Francisco in supporting the region's recovery from the COVID-19 pandemic and improving access to many vulnerable populations who rely on elevators.

"This program is amazing on so many levels," said Paula Fraser, BART's Assistant Chief Transportation Officer. "These workers are from the community, they're helping our patrons, and they're improving the quality of life in our stations, which benefits everyone."

BART and SFMTA are seeking a funding partner to help support the Elevator Attendant program and our partnership with Urban Alchemy. The annual cost for the four downtown San Francisco stations is approximately $3.3M (including support for the City's prevailing wage requirements, worker benefits and overhead costs).

BART: Addressing a Financial Crisis While Improving Service

BART has played a critical role in keeping the Bay Area moving for 50 years. In 2023, the agency will continue to be a vital resource for the region by linking people to jobs, schools, entertainment, and opportunities. Ridership recovery is making slow progress, but remote work has disrupted BART's traditional revenue mix, creating great uncertainty about long-term financial stability. BART has received $1.6 billion in federal aid that has helped sustain service, but the funding is expected to run out in mid-2025.

Reliable and ongoing new revenue sources are needed to avoid significant cuts and will reduce BART's reliance on fares amid uncertainties about future ridership trends. Investing in BART will provide solutions for many of the Bay Area's most pressing challenges including traffic, affordability, housing, safety, equity, and climate change.

Pandemic Recovery and Financial Stability Strategies

- Provide frequent, reliable, safe, and clean service; reduce cancelled trips
- Adapt to changing commute patterns; gain new non-work trips
- Improve regional transit connections and coordination
- Maximize efficiencies, reduce overtime; improve long-term financial planning
- Explore opportunities for ongoing federal, state, and regional operating subsidy
- Continue to prioritize Transit-Oriented Development

Improving the Rider Experience

To regrow ridership BART has made investments in improving the rider experience and prioritizing a clean and safe ride. BART fully restored service levels in 2022, following cuts during the height of the pandemic, and made improvements to weekend service. To better meet the needs of riders, especially families, BART reopened long-closed underground restrooms at several busy stations, with the commitment to reopen more as funds are identified.

2023 brings enhanced evening service between Oakland and San Francisco. Modernization efforts continue with the installation of new escalators in downtown San Francisco, purchasing of new fare gates, and adding more Fleet of the Future trains into service.

BART Ridership Facts

AVERAGE FY22 RIDERSHIP

Weekday 111,311
Saturday 68,253
Sunday 48,373

FY22 ridership was 29% of FY19 ridership.

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.

Clipper fare range . . $2.15–$14.60*
Average fare $3.96
Average trip length . . . . . 15 miles

** The Clipper fare between Oakland International Airport and San Francisco International Airport is $17.60.*

Riders pay a 50-cent surcharge on all trips using a paper ticket.

Clipper is now available on your phone through Apple Pay and Google Pay. In December 2022, 23% of BART trips were made using mobile cards.

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

RTC CLIPPER: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 20% off

RIDERSHIP PROFILE

- 67% identify as non-white
- 43% do not have a vehicle
- 31% report having annual household incomes under $50K
- 7% have a disability
- 49% identify as male
  48% identify as female
  3% identify as non-binary or self-describe

A Visible Presence for Safety

The BART Police Department is deploying sworn officers as well as unarmed Crisis Intervention Specialists and Transit Ambassadors to boost rider safety. Riders are now more likely than ever before to see safety personnel on board a train or in a station. There are signs that this proactive approach to safety is paying off:

- BPD officers in 2022 made more arrests than were made in any of the prior four years.
- Transit Ambassadors patrolled 12,058 trains and made 6,909 educational contacts.
- Crisis Intervention Specialists, who are focused on connecting people in need with support services, performed nearly 1,900 welfare checks across the system in just three months.
- Passenger surveys indicate a decrease in sexual harassment. In the last six months of 2021, 12% of surveyed riders said they experienced harassment at BART, compared to 9% of surveyed riders in 2022.
- Electronic item thefts fell from their peak in October 2019 of 141 to 35 in October 2022.

Boosting Reliability to Rebuild BART

Replacing equipment that is more than 50 years old and has outlived its design life is essential for improving reliability and the overall rider experience. Critical rebuilding projects are underway thanks to voter-approved Measure RR, which provides $3.5 billion to rebuild the backbone of BART. The Measure RR program is ahead of schedule with more than 40% of all scheduled work complete. That includes the replacement in 2022 of a major trackway interlocking between South Hayward and Union City stations and the completion of the earthquake retrofit of the Transbay Tube.

Since its approval by BART District voters in 2016, Measure RR has supported 153 rebuilding projects, such as replacing 47.3 miles of worn rail, 40 track switches, 46 miles of 34.5kV cable to ensure trains have a reliable source of electricity, and 59 miles of third-rail coverboard, protecting the electrified third rail that powers trains.

The BART System Includes:

862 Rail Cars

131 Route Miles of Track

50 Stations

187 Escalators

151 Elevators

6 Major Maintenance Facilities

39 Miles of Tunnels

135 Electric Substations

San Francisco Bay Area Rapid Transit District

P.O. Box 12688, Oakland, CA 94604
www.bart.gov

Sign up for text and email alerts at www.bart.gov/alerts

BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising, and other sources of revenue.

FY22 . . . . . 21%
FY21 . . . . . 12%
Pre-COVID 71%

STATIONS AND SERVICE

Total stations 50
Route miles of track 131
Maximum train speed . . . . 70 mph
Average passenger on-time performance 85.2%

PARKING AND BIKE ACCESS

Stations with parking 38
Total parking spaces 50,000
Bike parking (lockers, racks, and bike stations) 8,239

FLEET*

Fleet of the Future 441
Active legacy cars 421
Total vehicle fleet 862

**As of January, 2023*

ELECTRICITY

Third rail . . . . . 1000 volts DC

POWER SOURCES

In CY22, BART achieved a 100% greenhouse gas free ("GHG-free") power supply for its third consecutive year, including over 50% eligible renewable energy as defined under California state law. BART's electric supply portfolio is comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.

ROLE IN REGION

- Pre-pandemic, BART carried more than twice the people per hour through the Transbay Tube than used the Bay Bridge and carried over half the passenger miles traveled on transit in the region
- BART connects with 18 of the 26 regional transit operators
- One in five BART riders connect to another transit operator during their trip

San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 7

DATE: April 20, 2023

TO: Transportation Authority Board

FROM: Rachel Hiatt – Deputy Director for Planning

SUBJECT: 05/09/2023 Board Meeting: Adopt the School Access Plan Final Report

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Adopt the San Francisco School Access Plan Final Report.	☐ Fund Programming
	☐ Policy/Legislation
SUMMARY	☒ Plan/Study
Requested by former District 4 Transportation Authority Commissioner Gordon Mar, the School Access Plan (the Plan) recommends strategies and policies which San Francisco city agencies (the City) and the San Francisco Unified School District (SFUSD) can implement to support the safe, convenient, and sustainable transportation of kindergarten through 5th grade students. The Plan complements San Francisco's existing Safe Routes to Schools programming by focusing strategies on students who must take long trips to school. The Plan's outreach and technical work focused on needs of equity priority communities. The Plan was funded by a Caltrans Sustainable Communities Planning Grant with local matching funds provided by former District 4 Commissioner Gordon Mar's office.	☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____

BACKGROUND

In 2016, the Transportation Authority conducted the San Francisco Child Transportation Survey which gathered information about the school commute. This research revealed that the school trip is challenging for caregivers and students with over 60% of caregivers either actively seeking or open to alternatives to their current school commute. Requested by former District 4 Commissioner Gordon Mar, the San Francisco School Access Plan responds to this finding by identifying ways the City can support safe, easy, and sustainable school travel for kindergarten through 5th

grade (K-5) youth. The Plan complements San Francisco's existing Safe Routes to Schools programming by focusing on youth who must take long school trips beyond easy biking or walking distance.

In 2020, Caltrans awarded the Transportation Authority $164,500 from the Sustainable Communities program to develop the Plan, which was matched by $30,000 in General Fund add-back funding secured by former Supervisor Gordon Mar.

DISCUSSION

The School Access Plan is informed by a review of school commute data, existing transportation programs, peer city experiences, and outreach with students and caregivers including focus groups, strategy workshops, pop-up events, town halls, and surveys. The Plan's outreach strategy and technical framework were designed to ensure strategies were shaped by and benefit vulnerable caregivers including residents of Equity Priority Communities and caregivers with low-incomes.

Outreach. School Access Plan outreach was organized into two rounds. The first round focused on hearing from students and caregivers about their transportation needs. We used the findings to confirm study goals and develop a long list of draft strategies to address needs. The first round consisted of outreach with youth ages 6-12 at seven Community Hubs in Equity Priority Communities and three in-language focus groups. During the second round of outreach, caregivers were asked to help refine and prioritize strategies through a series of five in-language workshops, a survey, six pop-up events at school sites, and two online town halls. We recruited participants from communities most impacted by inequitable K–5 school travel in San Francisco including Black, Pacific Islander, Latinx, Chinese, and low-income caretakers, who live in key areas such as Bayview-Hunters Point, Chinatown, Outer Mission, Tenderloin and Visitation Valley. We also promoted the plan and outreach events through community-based organizations, direct emails to caregivers, SFUSD's weekly newsletter, earned media coverage, and ad placements in the San Francisco Bayview Newspaper.

Recommendations. The School Access Plan recommends six core strategies to improve the safety, availability, and sustainability of school transportation for K-5 youth and their caregivers:

- Infrastructure Safety: Improve infrastructure safety around schools by expanding SFMTA's existing school walk-audit program.

- Transit Trainings: Implement transit trainings for youth through the existing Safe Routes to School Program and through the development of materials which allow SFUSD educators to plan transit focused field trips.
- Loading Zone Guidance: Ensure pickup and drop-off policies and management plans at school sites are informed by best practices, guided by effective collaboration between SFMTA and school sites, and communicated clearly to caregivers.
- Transportation Coordinators: Train or hire transportation coordinators who serve as an informational resource for caregivers and help facilitate school and aftercare transportation.
- Discounted Fare Program Awareness: Increase awareness of existing discounted fare programs by including informational materials in the school enrollment process.
- Shuttles: The School Access Plan found significant barriers to the implementation of new youth-focused shuttle programs but identified an expansion scenario for SFUSD's existing yellow school bus services and avenues to fund non-profit organizations to provide transportation to aftercare programs.

In addition to these core strategies, the Plan identifies strategies specific to youth in foster care and homeless youth who can experience unique transportation challenges. An implementation plan, funding strategy, and key next steps are identified for each strategy. The Plan also recommends a set of policy changes for San Francisco and regional agencies which would build capacity for youth-focused transportation planning and align ongoing planning and programming efforts to Plan findings.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

The CAC will consider this item at its April 26, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – San Francisco School Access Plan Final Report

San Francisco School Access Plan

San Francisco
County Transportation
Authority

Draft Report: April 2023

Acknowledgments

The San Francisco School Access Plan was funded through a Caltrans Sustainable Transportation Planning Grant pursued at the request of former District 4 Commissioner Gordon Mar.

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Executive Summary

Introduction

The school commute in San Francisco is difficult for students and caregivers, especially for young students and their families. The San Francisco School Access Plan identifies ways the city can support easy, safe, and sustainable school travel for kindergarten through 5th grade (K–5) youth, especially those who need to take long trips beyond easy walking or biking distance.

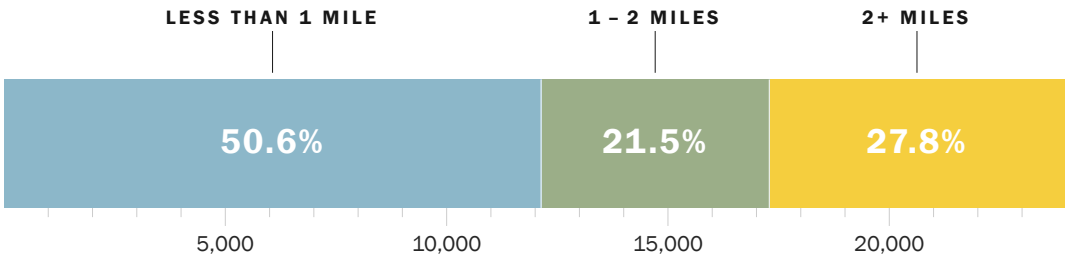
The Plan has three key goals:

1. Improve the quality and availability of transportation options to school and afterschool activities, especially for vulnerable caregivers and students
2. Ensure school related transportation options are safe
3. Reduce greenhouse gas emissions, localized congestion, and air pollution around school sites

Summary of Current Conditions

Students entering elementary school in San Francisco Unified School District (SFUSD) apply to schools under a citywide choice policy, meaning that students can apply to any elementary school in the district. Forty four percent of K–5 SFUSD students travel outside of their neighborhood for school.[1] About half of students live more than one mile from their school and more than 25% live more than two miles from school (Figure 1). When surveyed, more than half of caregivers shared that getting to and from school is stressful often or daily. The most common reason caregivers shared for the stressful trip was that traveling to and from school "takes a long time." More than half of K–5 SFUSD students are driven to school in a personal car.

Figure 1. Distance from Home to School for K–5 SFUSD Students



1 2017 SFUSD analysis, see Figure 6 for neighborhood boundaries

The impacts of long and stressful school commutes are not distributed evenly. A 2017 analysis by SFUSD found that Black students were more likely to travel outside of their home regions to attend school, while white students, as well as students living in northern and western San Francisco were least likely to travel. Foster and homeless youth also experience unique challenges which can include very long school trips across county lines.

Existing School Transportation Programs

Transportation programs which focus on the school trip are limited in San Francisco.

SFUSD YELLOW SCHOOL BUSES

SFUSD operates a fleet of yellow school buses. The majority of SFUSD's transportation resources serve the District's students who receive Special Education Services and have transportation included in their Individualized Educational Plans (IEPs). Remaining resources are dedicated to a fleet of 25 general education buses which serve 46 schools and approximately 2,000 students daily. Services align with SFUSD's General Education Transportation Policy.[1]

SAFE ROUTES TO SCHOOL[2]

The Safe Routes to School (SRTS) program was created to make walking and bicycling to school safer and more accessible for children, including those with disabilities. The SRTS program is overseen by the San Francisco Municipal Transportation Agency (SFMTA) and provides outreach and educational programming to encourage sustainable transportation and safe travel at all 103 non-charter San Francisco public schools. San Francisco's school crossing guard program is a part of SRTS.

FREE MUNI FOR ALL YOUTH[3]

The SFMTA currently offers free Muni to all youth 18 and younger with no application or sign-up process through the Free Muni For all Youth program. Muni fares for regular service are waived for students enrolled in SFUSD's English Learner and Special Education Services programs through the age of 22.

1 https://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513

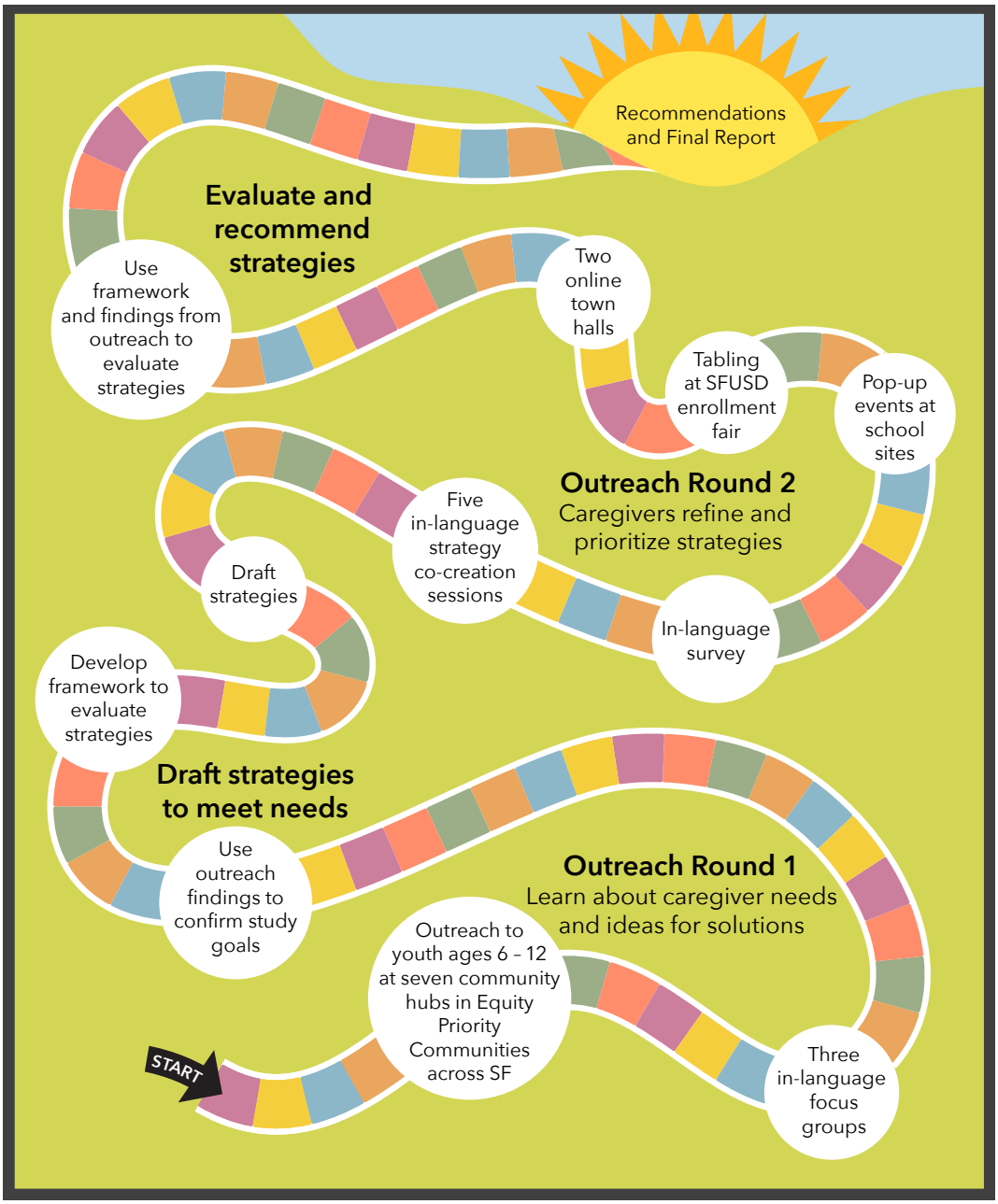
2 https://www.sfsaferoutes.org/about/

3 https://www.sfmta.com/fares/free-muni-all-youth-18-years-and-younger

Public Engagement and Strategy Development

In order to develop useful, implementable transportation solutions which complement existing programs, the voices of people most affected need to be at the forefront of solution design. The School Access Plan included extensive public engagement which informed all study tasks including goal definition and strategy development (Figure 2).

Figure 2. Study Process Diagram



Recommendations

The School Access Plan identified six high performing strategies to support school transportation, shown below. The Plan also identified policy recommendations, strategies specific to Foster and Homeless youth, and a set of strategies which the city could pursue in the future after additional project development. These strategies as well as more details about the recommendations below can be found in chapter 5.

- **Infrastructure safety improvements:** San Francisco should expand investments in safe transportation infrastructure at school sites by expanding SFMTA's existing School Walk Audit program.
- **Transit safety trainings:** SFMTA, together with SFUSD, should conduct hands-on transit trainings for K–5 youth to familiarize students with the process of taking transit and how to do so safely.
- **Pick-up and drop-off zone guidelines:** Pickup and drop-off management plans are currently developed and implemented by individual school sites. The SFMTA should develop, or update as necessary, guidance for school administrators about best practices for loading zone management and informational materials for caregivers about expected behaviors and norms.
- **Shuttles – Yellow School Buses and Non-Profit Solutions:** San Francisco's city and county transportation agencies should look for opportunities to support SFUSD's existing yellow school bus program. The Department of Children, Youth, and their Families should consider including transportation programs in their standard grantmaking cycle to ensure equitable access and safe passage for youth attending afterschool programs.
- **Improve awareness of discounted fare programs for caregivers:** SFUSD and SFMTA should coordinate to ensure that caregivers enrolling students in school receive information about SFMTA's existing Lifeline Pass[1] for discounted Muni service.

1 https://www.sfmta.com/fares/lifeline-pass

- **Transportation coordinators:** SFUSD, SFMTA, and the Department of Children, Youth, and their Families (DCYF) should consider identifying individuals who can help caregivers navigate available transportation options. At the school district level, counselors in the SFUSD Educational Placement Center are often the first contact points for new enrolling students. SFMTA should work with SFUSD to ensure counselors are aware of transportation resources. At the school site, SFUSD and DCYF should consider piloting a transportation coordinator role through staff at one of San Francisco's Beacon[1] schools.

1 https://www.sfbeacon.org/about-us

CHAPTER 1

Introduction and Plan Goals

Study Background and Purpose

The school commute in San Francisco is difficult for students and caregivers, especially for young students and their families. Like many cities around the country yellow school bus service in San Francisco is limited. Most parents and caregivers must arrange their own transportation to school and aftercare programs. The San Francisco County Transportation Authority's (SFCTA) 2016 Child Transportation Survey[1] found that caregivers are interested in alternatives to their current transportation options and that parents across all areas of the city and all demographic groups strongly believe the City should help improve school commutes.

At the direction of former SFCTA Commissioner Gordon Mar, the SFCTA developed the San Francisco School Access Plan (the Plan) to recommend strategies that the City and County of San Francisco pursue to improve sustainable transportation options for kindergarten through 5th grade (K–5) students. The Plan compliments San Francisco's existing Safe Routes to Schools Program[2] by focusing on caregivers and students who have trips to school and aftercare activities which are longer than a young child could reasonably walk or bike. The plan was funded through a Caltrans Sustainable Communities Planning Grant with matching local funds from former Commissioner Mar's office.

Goals

Plan goals were developed with input from caregivers and students through in-language focus groups in addition to an interagency working group composed of representatives from the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Unified School District, the Department of Children, Youth and Their Families, and Caltrans.

Key goals for the School Access Plan include:

- Improve quality and availability of transportation options to school and afterschool activities, especially for vulnerable caregivers and students
- Ensure school related transportation options are safe
- Reduce greenhouse gas emissions, localized congestion, and air pollution around school sites

1 https://www.sfcta.org/sites/default/files/2019-03/Child_Transportation_FINAL.pdf

2 https://www.sfsaferoutes.org/?ref=logo

CHAPTER 2

Existing Conditions

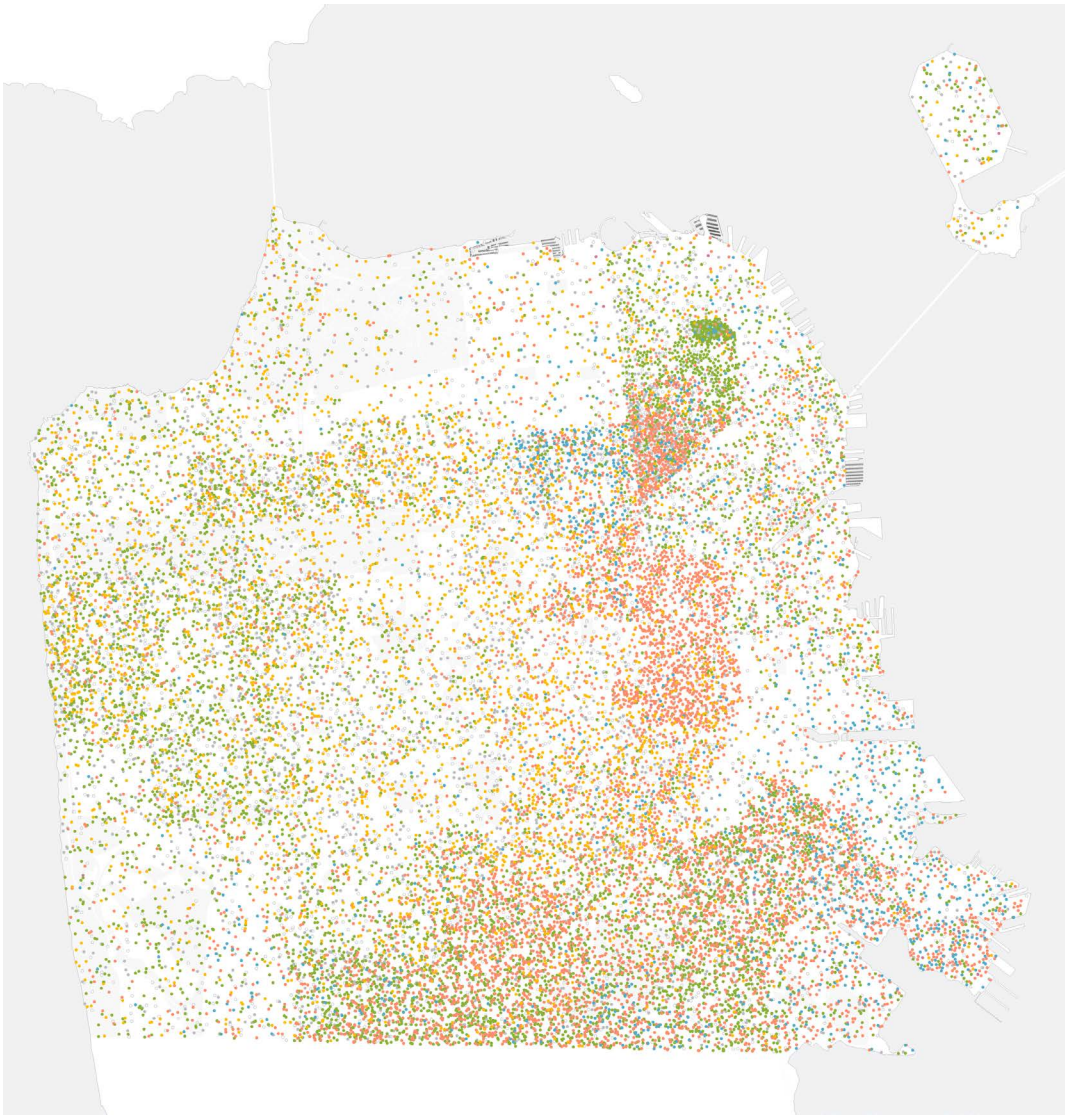
The nature of the school commute is complex, however key trends can be observed in San Francisco. This Chapter highlights key trends affecting school transportation for K–5 age students, then catalogs existing programs designed to help families with the school commute and relevant guiding policies. Finally, the chapter discusses larger national trends affecting school transportation.

This analysis revealed that student home locations are not distributed evenly across San Francisco. This fact, combined with school application patterns, leads to many long school commutes. Students in the south and east tend to travel to the central regions for school. Most trips are taken by car for both kindergartners and 5th graders.

Where Do Students Live and Where are Schools Located?

Figure 3 shows the approximate home locations of K–5 SFUSD students by race. Elementary school aged children live across San Francisco, but tend to be concentrated in the Excelsior, Outer Mission, Mission, Bayview, Ingleside, Tenderloin, and Chinatown neighborhoods. Black and Latinx students tend to live in the South and East. White and Asian Students tend to live in the West.

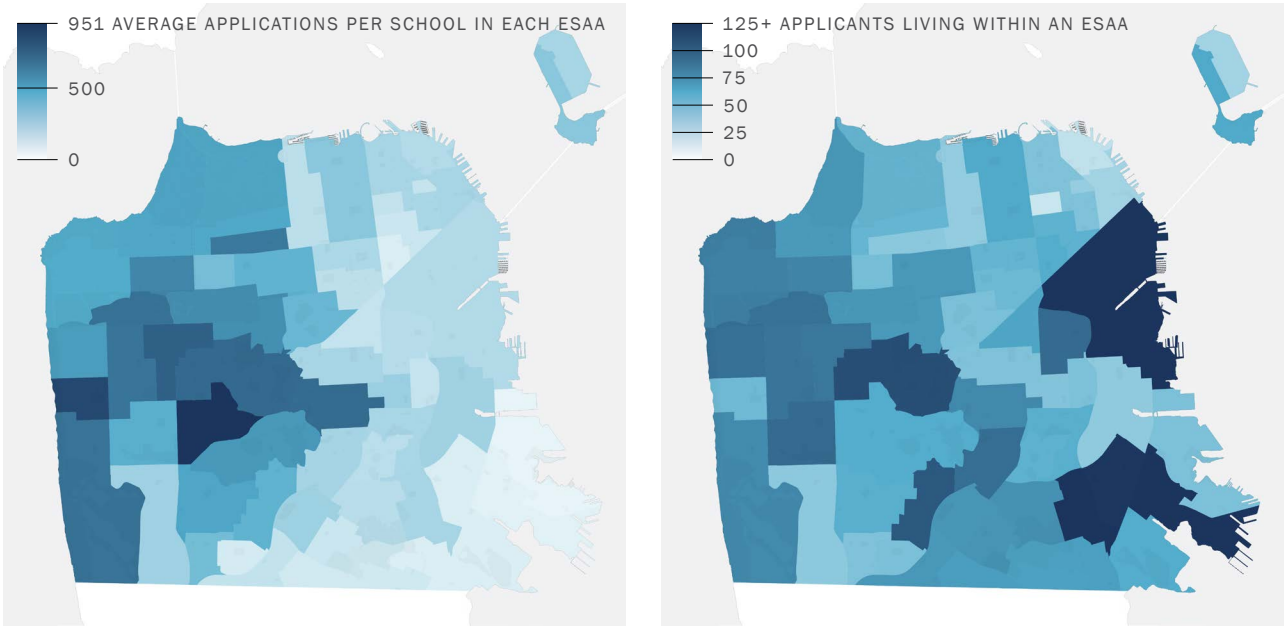
Figure 3. San Francisco K–5 SFUSD Home Locations



SFUSD has a citywide school choice policy, meaning that any student can apply to attend any school. Though students can apply anywhere, most elementary schools have a designated Elementary School Attendance Area (ESAA). Students living within an ESAA are not guaranteed admission to their ESAA school, but do receive preference in the admissions process[1]. Schools with certain specialized programs, such as K–8 instruction or language immersion programs do not have an ESAA.

Elementary school applications have a geographic pattern that differs from residential patterns. Applications tend to be concentrated in western San Francisco, though applicants are concentrated in Southeastern San Francisco (Figure 4).

Figure 4. Applications and Home Locations by ESAA



NEW SCHOOL IN MISSION BAY

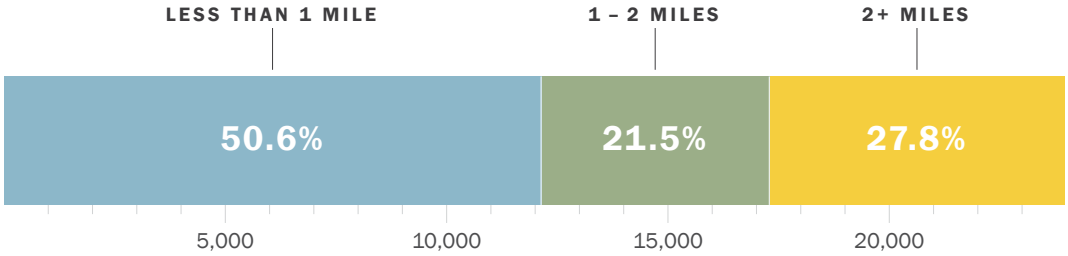
Of all SFUSD elementary schools, Daniel Webster had the most students within its ESAA applying to kindergarten in 2023. The growth in the student population is linked to new housing development in the Mission Bay and South of Market Neighborhoods. SFUSD is responding to this growth in the child population by building a new K–5 school in Mission Bay. Siting new facilities near residential growth has the potential to improve school transportation outcomes for families.

1 https://www.sfusd.edu/student-assignment-policy/tiebreakers/attendance-area

Student Travel Patterns

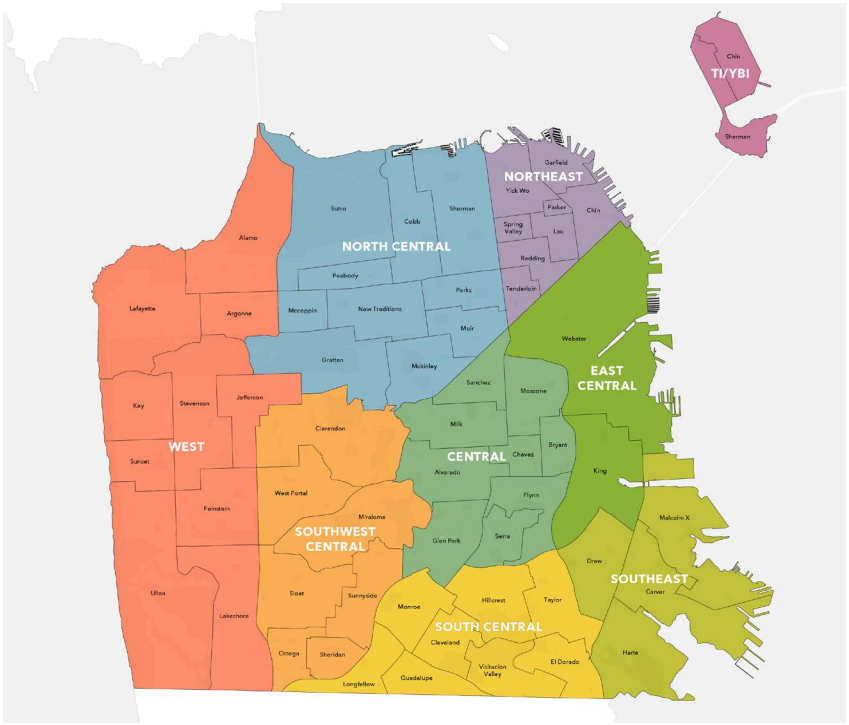
San Francisco's citywide choice policy and the observed school preferences seen in Figure 4 have led many SFUSD students to travel outside of their neighborhood for school. Figure 5 shows that around half of elementary school students travel more than one mile to school. One in four students travel more than two miles.

Figure 5. Home to school distance for K–5 SFUSD students



A 2017 Analysis by SFUSD divided San Francisco into nine regions and analyzed student travel across and within regions (Figure 6). The analysis found that 44% of K–5 students traveled outside of their home region to attend school. White students were least likely to travel outside of their region to attend elementary schools (37%), while Black students were most likely to travel (52%).

Figure 6. San Francisco regions used in 2017 SFUSD travel analysis



FINDINGS FROM 2017 SFUSD TRAVEL ANALYSIS

- In 2017, the Southwest Central and East Central regions had the highest percentage of elementary school students traveling into the region to attend school (58% each)
- The West region had significantly less inter-regional travel than other districts.
- Nearly 82% of K–5 students who live in the Southeast attended school in a different region, with more than 25% of students living in the southeast attending schools in the Central region.

Table 1. Interregional travel of SFUSD students (2017)

	STUDENTS ATTENDING SCHOOL IN REGION WHO LIVE ELSEWHERE	STUDENTS WHO LIVE IN REGION BUT ATTEND SCHOOL ELSEWHERE
Central	49%	37%
East Central	58%	64%
North Central	51%	27%
Northeast	41%	30%
South Central	28%	51%
Southeast	24%	82%
Southwest Central	58%	47%
Treasure Island / Yerba Buena Island	-	100%
West	33%	25%

Over 50% of SFUSD elementary school students in kindergarten and 5th grade travel to and from school by private car. Fifth grade students travel to school in very similar ways to kindergarten students.

Figure 7. Transportation mode share by SFUSD kindergarten students (2019)

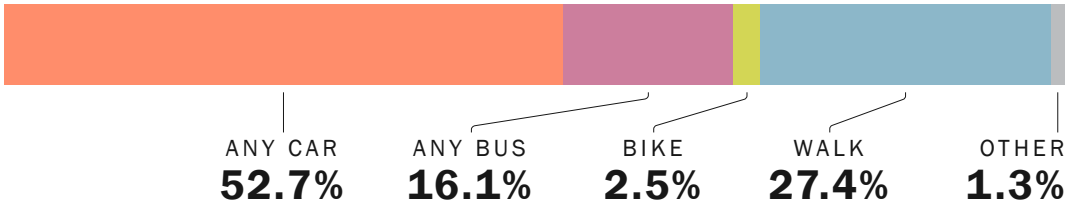
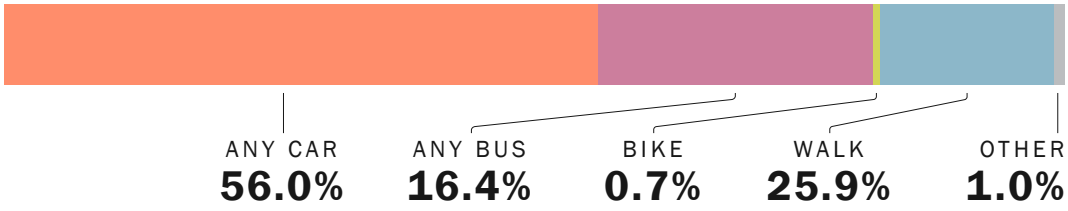


Figure 8. Transportation mode share by SFUSD 5th grade students

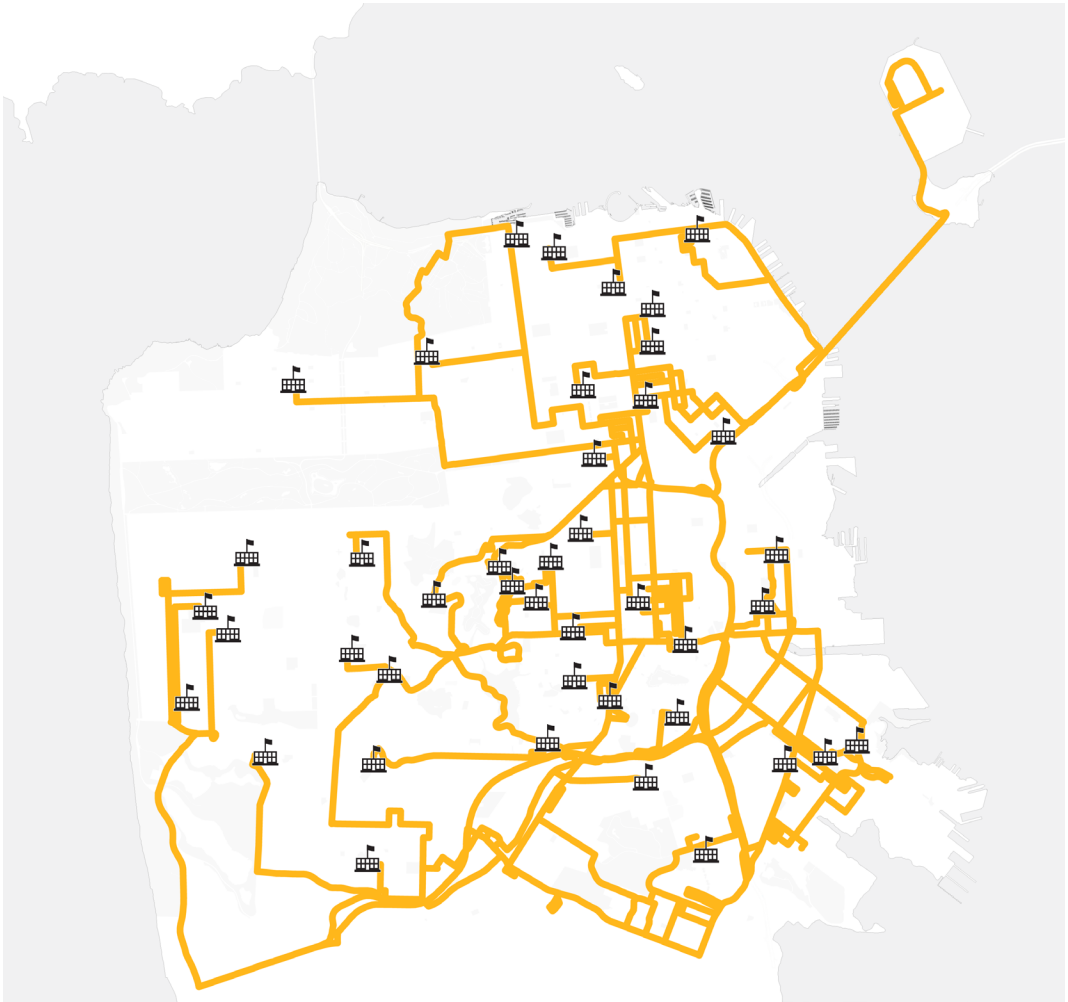


Existing Programs to Facilitate Transportation

YELLOW SCHOOL BUSES

SFUSD operates a fleet of vehicles with an approximate annual budget of $30M. SFUSD is legally required to provide transportation to students who have transportation included in Individualized Educational Plans (IEPs). The majority of the department's budget funds 150 vehicles of various sizes used for IEP transportation. Remaining resources are dedicated to a fleet of 25 general education yellow school buses which serve 46 schools and approximately 2,000 students daily. More than 11,000 K–5 SFUSD students live more than a mile from school.

Figure 9. Map of SFUSD General Education Routes



Services align to SFUSD's General Education Transportation Policy[1] which prioritizes, among other things:

- Providing English Learners with access to language programs.
- Providing newcomers with access to newcomer programs.
- Providing low-income students living in areas of the city with the lowest average test scores with access to specialized schools and programs

SFUSD contracts with Zūm Transportation Services to operate the fleet. Zūm uses a unionized workforce and offers caregivers a mobile app where caregivers can view vehicle information and driver profiles as well as real-time bus locations. The app can notify caregivers when students are picked up or dropped off and allows caregivers to submit feedback.

TRANSIT

School Trippers

Muni's "school trippers" service provides extra afternoon buses on existing lines that begin their route at a school site, pick students up at the end of the school day, then continue along the route as normal. These provide capacity for the additional demand certain schools place on routes, leading to a less crowded trip for everyone. School tripper services currently serve only middle and high schools.

Free Muni for Youth

The SFMTA has expanded the Free Muni for Low- and Moderate-Income Youth to all youth 18 years and younger, regardless of household income level. No application or proof of payment/ Clipper card is required to ride Muni vehicles, with the exception of Cable Cars. Fares for regular service are waived for students enrolled in SFUSD's English Learner and Special Education Services programs through the age of 22.

Muni Transit Assistant Program

The SFMTA's Muni Transit Assistant Program, (MTAP) trains members of the community in conflict resolution who then ride on specific routes with the purpose of diffusing and

1 https://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513

deterring any conflicts, acts of vandalism, and who assist the bus operators as needed. The MTAP program is intended to function as workforce training, transitioning ambassadors to other roles within SFMTA after 2 – 3 years. Current MTAP staffing is concentrated on high schools.

SAFE ROUTES TO SCHOOL

The Safe Routes to School (SRTS) program was created to help to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk, bicycle, take public transit, or ride in parental carpools. SRTS, currently implemented by SFMTA, includes a wide variety of programming including the crossing guard program, walk/roll to school week, bicycle education classes and more.

COMMUNITY RESPONSES AND NON-PROFIT SOLUTIONS – TENDERLOIN SAFE PASSAGE

Tenderloin Safe Passage is a coalition of mothers, youth, seniors, volunteers, and service providers who are building a culture of safety under the umbrella of the Tenderloin Community Benefit District. The program provides training in personal safety skills, including situational awareness; clear communication; calm, respectful confidence; harm reduction and positive engagement The program also seeks to provide a positive presence on the sidewalks and at intersections: greeting people, responding to emergencies, assisting in crosswalks, and reducing harmful activities by being present and welcoming. The program is funded through a variety of sources including philanthropic sources and San Francisco's Office of Economic and Workforce Development.

MISSION VAN COLLABORATIVE [DEFUNCT]

The Mission Van Collective was a program funded by the Department of Children, Youth, and their Families (DCYF) from 2002 to 2004. This program provided Mission District youth with van transportation to and from their after-school programs and on weekend field trips. The program was a collaborative effort of six Mission-based youth programs including Casa de los Jovenes, the Jamestown Community Center, Loco Bloco, Mission Girls Services, Mission Neighborhood Centers, and the Mission Science Workshop. The vans served approximately 400 youth per year between the ages 8 – 17.

Guiding Policies

SFUSD GENERAL EDUCATION TRANSPORTATION POLICY

Because of resource constraints, SFUSD is unable to accommodate all families who request transportation. Service is provided according to SFUSD's General Education Transportation Policy 5101.1[1] which requires, among other things, that resources be prioritized to:

- Support choice in school assignment as a tactic for creating diverse learning environments including transportation to racially isolated schools that have been historically under-enrolled
- Support equitable access to the range of opportunities offered to students including
  - » Providing access to language programs for English language learners
  - » Providing access to newcomer programs for newcomers
  - » Providing students living in densely populated attendance areas with reasonable access to schools in less densely populated areas of the city.
- Provide limited school bus transportation to support reasonable access for attendance area residents to their attendance areas school

SFUSD ELEMENTARY SCHOOL ASSIGNMENT POLICY UPDATE

Because the school which a student attends changes the trip they must take to get there, school travel is closely tied to issues of school choice. Since 2010, SFUSD has operated under a citywide choice policy; students have been able to apply to and attend any school in San Francisco, regardless of the students' home location. This resulted in many long school commutes across neighborhoods.

In 2018, the Board of Education passed Resolution 189-25A1[2], directing the district to transition to a zone-based choice policy. The new policy has three goals.

- **Diversity:** Create integrated elementary schools that provide students with the opportunity to experience the rich diversity of the city of San Francisco.
- **Predictability:** Offer families of elementary school students a high degree of predictability about where their children will be enrolled in school.

1 http://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513

2 https://www.boarddocs.com/ca/sfusd/Board.nsf/files/B68VSV72D33E/$file/189-25A1%20Community%20Based%20SA%20System.pdf

- **Proximity:** Create strong community connections to local schools and facilitate enrollment in an elementary school within a reasonable geographic distance.

The transition to a zone-based choice policy will affect the schools that students are eligible to apply to, and thus affect school commutes.

National Context

Across the United States, yellow school buses are the dominant strategy employed to help caregivers and youth with the school commute, however the viability of yellow bus service is challenged in nearly all contexts.[1] A national driver shortage is threatening operator's ability to deliver service in the near-term, while structural challenges such as school choice programs, fuel costs, and school consolidation are increasing operating costs.

Facing challenges to traditional yellow bus services, some dense cities with robust public transportation networks are considering whether public transportation can play a larger role in the school commute. To reduce financial barriers to public transportation, some cities have developed and implemented reduced fare programs for students. San Francisco's Free Muni for All Youth program is one of the most comprehensive and user-friendly examples of such a policy.

1 https://citiesandschools.berkeley.edu/reports/Beyond_the_Yellow_Bus.pdf

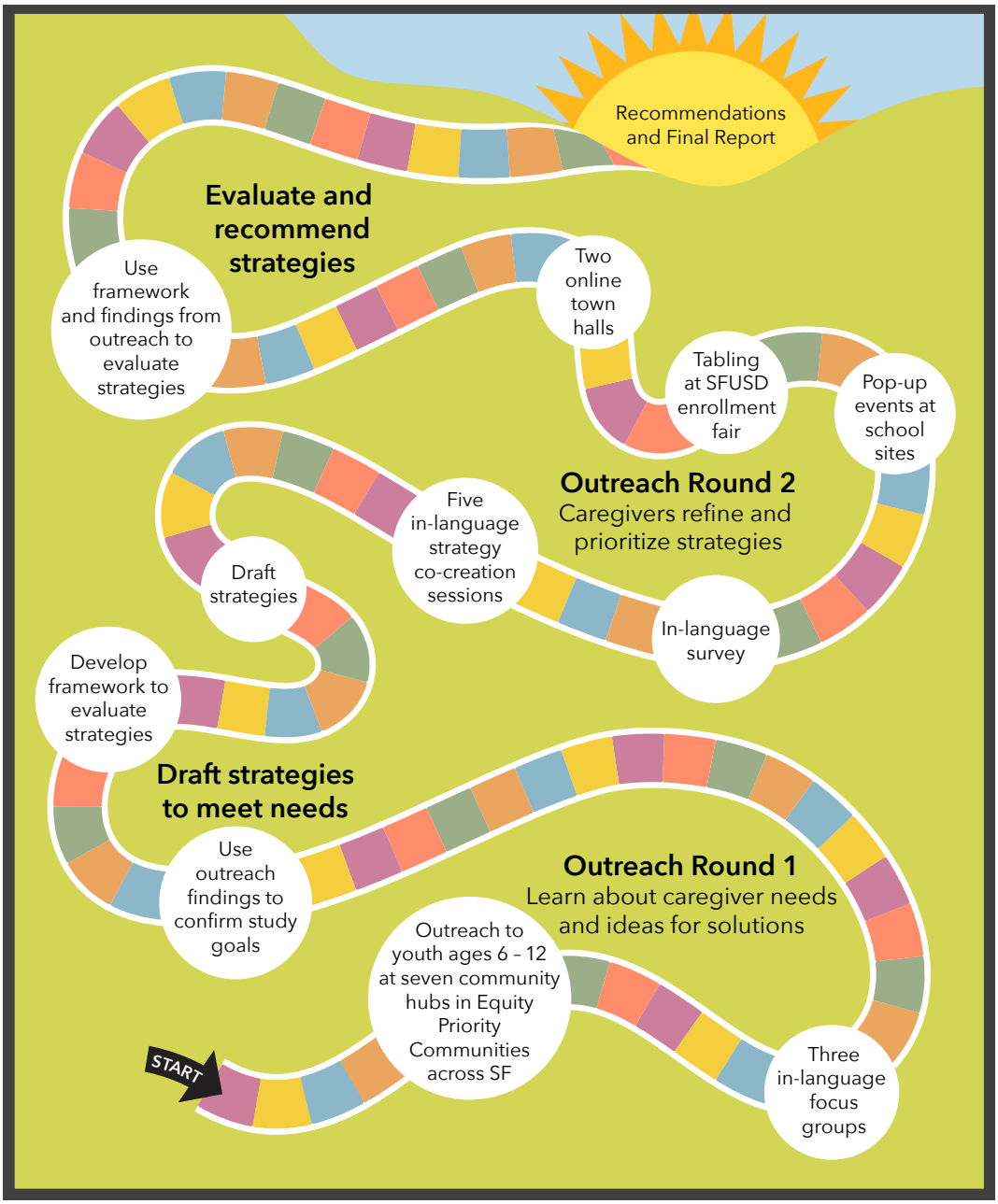
CHAPTER 3

Public Engagement

Study Approach

In order to develop useful, implementable solutions, San Francisco needs to ensure the voices of people most affected are at the forefront of solution design. The School Access Plan included extensive public engagement which informed all study tasks including goal definition and strategy development (Figure 10).

Figure 10. Study Process Graphic



Who did we hear from?

ROUND 1

The first round of outreach for the School Access Plan focused on hearing from students and caregivers about their transportation needs. Learnings were used to confirm study goals and develop a long list of draft strategies to address those needs (Chapter 4). The School Access Plan partnered with DCYF on outreach to youth ages 6 – 12 at seven Community Hubs[1] across San Francisco 's EPCs. Students participated in an art activity and were asked to draw the kind of transportation system they would like to use. Feedback was collected from students at the following Community Hubs:

- Boys and Girls Club of SF – Carver Elementary School (Bayview)
- Boys and Girls Club of SF – Tenderloin
- Cameron House (Chinatown)
- Chinatown YMCA
- City of Dreams (Bayview)
- Geneva Car Barn (Excelsior)
- HopeSF – Hunters View

Caregivers shared insight about transportation needs through a series of three in-language focus groups. Most participants were mothers, and many had more than one child in elementary school. Most participants used a car for their school trips.

Table 2. Caregiver Focus Group Participant Profile

NEIGHBORHOODS	LANGUAGE	PARTICIPANTS
Bayview, Tenderloin, Ingleside, Bernal Heights	Spanish	5
Vis Valley, Bayview, Ingleside, Outer Mission, Tenderloin	Cantonese	10
Bayview Hunters-Point Vis Valley, Outer Mission	English	6
Total Participants		**21**

ROUND 2

The second round of outreach included workshops or "co-creation sessions" in which caregivers were asked to help refine and prioritize draft strategies. Participants were recruited from communities most impacted by inequitable K–5 school access in San Francisco including Black, Pacific Islander, Latinx, Chinese, and low-income caretakers, who live in key areas such as Bayview-Hunters Point, Chinatown, Outer Mission, Tenderloin and Visitation Valley. Only a subset of draft School Access Plan Strategies were brought to co-creation workshops with caregivers, as described in Chapter 4.

1 https://www.dcyf.org/chicasestudy

Table 3. Co-creation workshop participants

TOTAL PARTICIPANTS	HOUSEHOLD INCOME	RACE (SELECT ALL THAT APPLY)
35	Less Than $20,000: 12 $20,000 To $49,999: 15 $50,000 To $99,999: 2 $100,000 To $149,999: 3 $150,000 To $199,999: 1 Over $250,000: 1	Black descended or African American: 4 East Asian: 8 Southeast Asian: 1 Hispanic: 6 Meztizo: 1 Caucasian: 2 Native American: 1 Native American/Pacific Islander: 1 Prefer Not to Say: 14

To gather input from a larger caregiver community, the Plan included a survey which caregivers could complete online or on paper. The survey was available in English, Spanish, Chinese, and Filipino. It was promoted through direct emails to all SFUSD families via SFUSD's newsletter, to community-based organizations, to parent advisory groups, and through ad placements in the San Francisco Bay View newspaper. SFCTA staff promoted the survey in-person at five pop-up events at school sites and at SFUSD's annual elementary school enrollment fair.

In total, the survey had 366 responses – 288 in English, 43 in Chinese, and 35 in Spanish. The majority of respondents (75%) identified as female and most respondents (62%) had more than one child attending school in San Francisco. Respondent home locations roughly matched the distribution of SFSUD's elementary school aged population shown in Figure 3. Twenty-two percent of respondents reported that their annual household income was less than $50,000 and 22% reported that their annual household income was over $250,000. Fourteen percent of respondents indicated that they prefer not to share their income. Most survey respondents (58%) typically have access to a car and an additional 22% sometimes have access to a car.

White respondents were overrepresented in the survey (42%). Sixteen percent of respondents identified as East Asian, 6% as South Asian, and 5% identify as Black descended or African American. Ten percent of respondents shared that they were of two or more races.

THE SCHOOL COMMUTE IS OFTEN FACILITATED BY WOMEN

A clear majority of School Access Plan survey responses, focus groups interest, and co-creation participants were women, suggesting that school transportation responsibilities in San Francisco are often the responsibility of female identifying caregivers. A growing body of research recognizes women can have unique travel needs which should be explicitly considered.[1] This reality was reflected clearly in outreach findings where participants shared concerns about personal safety when traveling, especially on transit. SFTMA's Safety Equity Initiative[2] is an ongoing effort to create a safer environment for all Muni riders and SFMTA staff with a special focus on combating gender-based harassment an violence.

1 http://libraryarchives.metro.net/DB_Attachments/2019-0294/UnderstandingHowWomenTravel_FullReport_FINAL.pdf

2 https://www.sfmta.com/projects/safety-equity-initiative

What Did We Learn?

ROUND 1

The intent of the first round of outreach was to confirm needs and inform strategy development. Caregivers shared that school pickup and drop-off is often a chaotic and stressful undertaking, especially for families with more than one school-aged child. Many participants named the lack of safety, particularly for non-vehicular options, as a major challenge. Caregivers were concerned about injuries that can occur from traffic violence (unsafe driving) and about personal safety, especially on transit. Caregivers discussed challenges to riding Muni including unreliable and long trips, transfers, and crowded buses. Caregivers who drive shared that traffic is a common challenge.

When asked what kinds of solutions they were interested in, caregivers saw value in increasing the availability of yellow school buses but shared an appetite for a multi-pronged approach which prioritizes safety, affordability, and improved communication between caregivers, the city, and SFUSD. Caregivers wanted to prioritize strategies which are quick to implement and have lasting impacts. Caregivers also shared about the need for continued, multilingual engagement through the project development and implementation phases of recommendations.

ROUND 2

The second round of outreach consisted of strategy co-creation workshops and a survey. Learnings from the second round were used to shape, evaluate, and prioritize strategies. Chapter 4 identifies how findings from Round 2 shaped strategies. Detailed Summary Reports of the co-creation workshops and the Survey are available by request.

CHAPTER 4

Strategy Development and Evaluation

Draft Strategies

The School Access Plan developed strategies to support easy, safe, and sustainable school travel for K–5 youth, especially those who need to take trips that are beyond easy walking or biking distance. Based on learnings from the first round of public engagement (Chapter 3), strategies were developed in four categories:

- **Improved Transportation Options:** Strategies that increase transportation options to and from school and after-school activities.
- **Safety:** Strategies which ensure that school travel is safe for students and caregivers.
- **Affordability:** Strategies which lower the cost of transportation for students and caregivers, especially for vulnerable groups.
- **Communication and Information:** Strategies that expand access to information about transportation options and create opportunities for dialogue amongst caregivers, SFUSD and city transportation officials.

For each draft strategy, an implementation timeline and high-level cost estimate were developed. Potential funding sources were identified, alongside likely challenges to program success, and synergy with other strategies. Together this information was used to evaluate strategies and identify promising interventions to improve school transportation. Timeline and cost ranges for individual strategies could vary significantly depending on how the strategy is implemented. For the purposes of initial development and evaluation, strategies were divided into three cost ranges ($: less than$100k, $$: $100 – 250K, and $$$: 250K+) and three implementation timelines (short-term: 1 – 2 years, medium-term: 2 – 4 years, and long-term: 5+ years) More detailed estimates were developed for recommended strategies (Chapter 6).

IMPROVED TRANSPORTATION OPTIONS

Improved transportation options expand existing services or introduce new ways to get students to and from school. These services and programs provide more mobility options for students with limited options today and could reduce the number of single-occupancy vehicle trips to and from school. Strategies in this category include carpool coordination, shuttles, aftercare programs, and an electric bicycle lending library.

Carpool Coordination

$$ – Short Term

Carpools can reduce the number of single-occupancy vehicle trips to and from schools and congestion in school pickup and drop-off zones. They can reduce the burden on caregivers by reducing the frequency each individual is responsible for the school commute. Carpools could be implemented in several ways. For example, they could be

coordinated directly by SFUSD or agency staff, organized by caregivers, or coordinated through a third-party matching service.

Participants in focus groups were open to carpool solutions but shared that trust could be a barrier to successful implementation, as some don't have strong relationships with others at their school site after pandemic induced remote learning. The strategy may not work for caregivers who don't always have access to a car (42% of survey respondents).

Shuttles

$$$ – Medium Term

Shuttles have been of consistent interest to community members and were recommended for further exploration by the SFCTA's 2016 Child Transportation Survey[1]. During co-creation workshops caregivers identified a number of features which they said should be included in a school serving shuttle including consistent routes, consistent drivers, and comprehensive driver training. Caregivers strongly preferred that the shuttle be operated by a non-profit, and many suggested that the shuttle be free. Although less critical to a shuttle program's success, caregivers in co-creation workshops also wanted a program to include real-time tracking, an adult assistant, and on-board cameras.

Survey respondents were very supportive of a shuttle program, with 70% of respondents sharing that they either absolutely or may use a shuttle. Most survey respondents (57%) said they would be willing to pay between $1 and $25 per week for shuttle service. Respondents with higher incomes were generally willing to pay more per week than respondents with lower incomes.

Aftercare Programs

$$ – Medium Term

Aftercare programs provide care for students after school hours at the school site or other community center. Although not a traditional transportation strategy, the School Access Plan considered whether improving access to such programs could improve the school commute by allowing caregivers more flexibility around pickup or drop-off timing.

About half of survey respondents shared that their child is already enrolled in before- or after-care programs, while 36% shared that they may or absolutely would enroll if programs were available. Though caregivers indicated they would use before-school and after-school programs, programs would be unlikely to change the way that respondents travel to and from school. About two-thirds (68%) of respondents indicated that they would travel in the same way that they do now if their child was enrolled in an aftercare program

1 https://www.sfcta.org/sites/default/files/2019-03/Child_Transportation_FINAL.pdf

Electric Bicycle Lending Library

$$$ – Medium Term

An electric bike lending library would lend motorized bicycles to caregivers. Bicycles would be ridden by the caregiver while children would ride as passengers. In the 2016 child transportation survey, caregivers who biked had a high satisfaction level with their school commute compared to those who traveled other ways, however bicycles are not often considered good tools for long or hilly trips. The recent advent of electric bicycles has opened the possibility that this sustainable travel option could serve many more trips. By creating an electric bicycle lending library, San Francisco could reduce barriers for caregivers to access this transportation option.

In co-creation sessions, caregivers shared that this strategy would work best if bicycles could be checked out for long periods of time – for example a full semester. Caregivers shared that bicycle pickup should be located near schools, and that bicycles should be able to carry multiple children. In the survey, co-creation sessions, and focus groups, community members expressed concern about dangerous drivers and inadequate bicycle infrastructure. Forty percent of survey respondents indicated that they would not be comfortable with their child riding in the passenger seat of an electric bicycle, while 24% said that they would feel very comfortable.

SAFETY STRATEGIES

Four strategies were developed specifically to increase the safety and comfort of students traveling to and from school. Strategies in this category include: Muni transit ambassadors, infrastructure safety improvements, pickup and drop-off zone guidance, and transit trainings.

Muni Transit Ambassadors

$$$ – Medium Term

The Muni Transit Assistance Program (MTAP) deploys trained transit ambassadors on vehicles to defuse conflicts, prevent acts of vandalism, and assist bus operators. SFMTA hires ambassadors who have deep ties to San Francisco neighborhoods to increase feelings of community comfort. Ambassadors are currently deployed primarily on routes that serve middle and high schools. To increase safety for young students who ride Muni to school, the MTAP program could be expanded or re-oriented to prioritize stationing ambassadors on elementary school serving routes.

Caregivers in focus groups shared concerns about public transit which ambassadors could help address, including messy buses and conflicts between riders. Although a relatively small portion of caregivers take their students to school on Muni (16% of survey respondents), 37% of respondents said that it would make their school trip safer, suggesting that some caregivers may ride Muni more often if ambassadors were present.

Infrastructure Safety Improvements

$$$ – Long Term

Infrastructure safety around schools is meant to keep students and caregivers safe from conflicts with motor vehicles. SFMTA's school engineering program conducts "walk audits" which bring agency staff, school administrators, and caregivers together to assess barriers to safe travel and identify infrastructure needed to support safety near an individual school site. SFMTA currently conducts approximately five walk audits per year. This strategy would expand SFMTA's existing walk audit program to serve additional schools.

Most survey respondents (52%) shared that infrastructure safety improvements would make their trip safer. Respondents shared that they are most interested in sidewalk improvements and protected bike lanes and intersections.

Pickup and Drop-off Zone Guidance

$ – Short-Term

Currently, pickup and drop-off zone policies are developed by individual school sites. This strategy would develop guidance for school sites about best practices for loading zone management including information about support SFMTA is able to provide such as colored curb changes or parking enforcement. Guidance would also be developed for caregivers about expected behaviors and norms at their school site.

Focus group participants shared that traffic at pickup and drop-off is a common challenge and many survey respondents indicated that guidance would make their trip safer (46%). Respondents with an annual household income between $20,000 and $49,999 had the highest share of respondents report that guidance would make their school trip safer (59%).

Transit Trainings

$ – Short-Term

Travel training is a tool that could be used to help inexperienced transit riders feel safe and comfortable using public transit for their school trip. Transit training could be offered to either caregivers or young students and cover a variety of topics, including how to board Muni buses, how to read maps, personal safety on transit, and fare programs like Free Muni for All Youth, Lifeline, and Clipper. Training could be one-time or recurring events. Events could take place at school sites as part of Safe Routes to School programming.

In focus groups, youth shared stories about feeling unsafe on buses. Caregivers shared stories of young students getting stuck in bus doors and having trouble boarding. Caregivers in co-creation sessions suggested that training would be more beneficial to students than to adults. Many reinforced that they would be unlikely to allow K–5

students to ride public transit alone but shared that training could improve feelings of safety when they accompany their students on Muni.

AFFORDABILITY STRATEGIES

The School Access Plan developed a set of strategies meant to improve the affordability of school transportation including improving the awareness of existing fare programs, expanding discounted fare programs, and offering stipends for school travel to caregivers.

Expand Discount Fare Programs

$$$ – Medium Term

Existing discounted fare programs, including Muni Lifeline and Clipper START, provide discounts to eligible caregivers but not all caregivers. Free Muni for All Youth allows students to ride for free, but many caregivers do not feel comfortable with their student riding transit on their own. Discounted fare programs could be expanded to reduce the monetary barrier for caregivers of K–5 students to ride Muni to school with their students. This strategy would provide free Muni trips to caregivers who accompany a student on transit to or from school.

When asked why the school trip is stressful, 21% of caregivers shared that the cost of the trip creates stress. More caregivers sited long trips (53%), inconvenient timing (49%), safety (25%), and "other" (30%) reasons for the school trip being stressful. Among income groups, respondents with annual household incomes below $20,000 had the highest share of concerns about the cost of traveling to school (26%). When asked whether the cost of Muni is a barrier to using Muni for the school trip, 71% of caregivers reported that either Muni isn't an option for them regardless of cost, or that paying the fare is not a problem for them. The share of caregivers who reported that cost was a barrier to using Muni was higher for caregivers with lower incomes.

Discount Fare Program Awareness

$ – Short-Term

Several discounted fare programs exist for vulnerable caregivers and students, however, not all caregivers are aware of these programs. SFUSD and SFMTA could coordinate to increase awareness of existing discount programs amongst caregivers and students by developing and distributing informational materials through the school admissions or orientation sessions. Existing discounted fare programs include Free Muni for All Youth, the Muni Lifeline Program, and Free Muni for Seniors Program.

Survey respondents who indicated that the cost of Muni was a barrier to riding were asked about their awareness of the Muni Lifeline pass program. 28% of respondents shared that they were unaware of the Lifeline program. 19% had some knowledge of the pass but requested more information.

School Travel Stipends

$$$ – Medium-Term

In some cases, students may not be able to afford transportation and may not be served by SFUSD's general education transportation or Muni. Some of San Francisco's peer cities have developed temporary stipend programs for students in these circumstances. A school travel stipend could cover a variety of transportation costs, including gas or maintenance of a personal vehicle, transit fares, shared ride fares, or shared bicycle or scooter trips.

Most survey respondents shared they would spend extra funds for school transportation on gas or maintenance for their own vehicle (41%) or on travel costs for the bus or train (20%).

COMMUNICATION AND INFORMATION

Clear communication and information are essential to spread awareness about school transportation options and build trust between the district, schools, and caregivers. The need to improve communication was frequently voiced by caregivers during public engagement. Strategies to address this need include implementing a transportation safety advisory group and identifying transportation coordinators.

Transportation Safety Advisory Group

$$ – Near Term

SFUSD could create a Transportation and Safety Group that creates a space for caregivers to provide ongoing feedback to transportation and school officials about transportation issues. This strategy could be implemented as a district-wide committee similar to SFUSD's thirteen existing advisory councils, or at each school site.

Caregivers in focus groups emphasized that any groups created should include in-language access to enable participation from caregivers who don't speak English. Survey respondents with lower incomes were more likely to report that they would use a transportation advisory group than respondents with higher annual incomes.

Transportation Coordinators

$$ – Near Term

A Transportation Coordinator is an individual or individuals who could help to facilitate school and aftercare transportation coordination with caregivers, ideally in-language. The Transportation Coordinator role could exist within the district and/or at school sites.

Caregivers in co-creation workshops expressed a preference for transportation coordinators at school sites, rather than centralized at the district. Survey respondents with an annual household income of less than $20,000 had the largest share of

responses that were very interested in transportation coordinators (35%), while respondents with an annual household income of more than $250,000 had the smallest share of responses that were very interested in this strategy (7%).

Evaluation Methodology

In order to identify promising strategies the School Access Plan developed and applied an evaluation framework to draft strategies. The framework measured strategy performance across six objectives.

1. **Transportation Benefits:** Improve quality and availability of transportation options to school and afterschool activities, especially for vulnerable caregivers and students.
2. **Safety:** Ensure school-related transportation options are safe.
3. **Climate:** Reduce greenhouse gas emissions, localized congestion, and air pollution around school sites.
4. **Community:** Address the community's school access needs, especially for vulnerable caregivers and students.
5. **Financial:** Maximize cost effectiveness and leverage existing resources.
6. **Implementation:** Prioritize strategies that can be implemented quickly with lasting effects.

Most objectives are composed of multiple metrics, shown below. See Appendix A, available on request, for the full evaluation framework and results.

TRANSPORTATION BENEFITS

Availability
Strategies that increase the number of available mobility options to school and afterschool activities score well.

Quality
Strategies that increase the frequency and reliability of mobility options to school and afterschool activities score well.

Affordability
Strategies that increase the affordability of mobility options to school and afterschool activities, especially for vulnerable caregivers and students score well.

Number of beneficiaries
Improvements that benefit many people are preferred to those that benefit few.

SAFETY CRITERIA

Personal security
Strategies which address caregivers and students need for improved personal safety score well.

Infrastructure safety
Infrastructure plays a key role in a student's safety traveling to/from school. Mobility options which protect students from traffic violence score well.

CLIMATE CRITERIA

Mode split
Mode split directly influences greenhouse gas emissions and air pollution around school sites. Single-occupancy vehicles cause congestion and emit more pollutants per person. Strategies that carry more than one student are encouraged.

COMMUNITY CRITERIA

Community support
Input from co-creation sessions and the project survey are used to measure community support, accounting for cultural, practical, and financial challenges to success voiced by caregivers.

Serves Priority Populations
Strategies score well if they benefit Equity Priority Communities or low-income families.

FINANCIAL CRITERIA

Cost
Is the overall cost within a range that can realistically be funded with available sources

Cost per beneficiary
The likely range of strategy beneficiaries is compared to the cost of a program. If a program's total cost is low, but it serves few caregivers it might still have a high cost per user. Similarly, even though a program's total cost is high, if it reaches many people, it might still have a low cost per beneficiary.

Funding availability and financial sustainability
To the degree possible, strategies and related projects should have stable sources of funding. In the case of pilot or demonstration projects, there should be reasonable likelihood of continued funding for operations. It is recognized that continued funding can never be guaranteed, as it is subject to budget processes, as well as decisions and priorities of funders.

IMPLEMENTATION CRITERIA

Implementation time-frame
Strategies that can be implemented in the near term are preferred, as long as they are also sustainable.

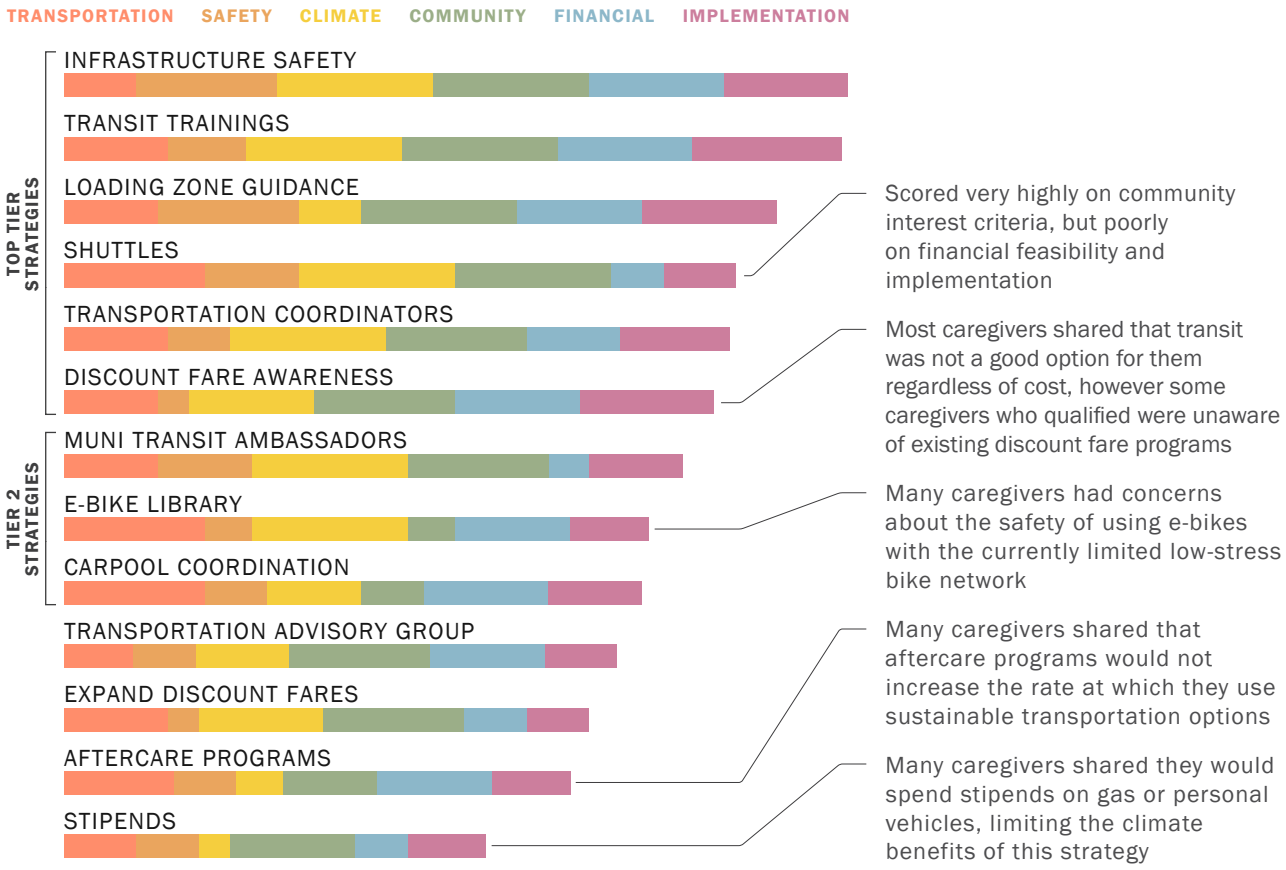
Phasing
Strategies which can be implemented in phases score well

Coordination
Strategies which create opportunities for constructive coordination across agencies and resource leveraging score well.

Project champion
Support from a potential project sponsor ("champion") will be critical to successful implementation. This includes support from lead and supporting entities, which may take the form of formal endorsement by organizations and individuals, support by elected governing bodies, and connections to adopted plans to carry out the strategy.

Evaluation Results

Figure 11. Strategy Evaluation Results



CHAPTER 5

Recommendations and Next Steps

Tier 1 Strategies

Based on the strategy evaluation in Figure 11, the School Access Plan identified six high performing strategies, including shuttles, infrastructure safety improvements, pickup and drop-off zone guidance, transit trainings, existing fare program awareness, and transportation coordinators.

INFRASTRUCTURE SAFETY IMPROVEMENTS

SFMTA should continue to implement infrastructure safety improvements around school sites and should expand its Schools Engineering Program to conduct additional walk audits which bring agency staff, school administrators, and caregivers together to assess barriers to safe travel and identify needed improvements. The current walk-audits program conducts 5 audits per year with an annual budget of approximately $280,000. Program costs scale approximately linearly, thus expanding the program to serve 20 schools per year would require a budget of approximately $1,000,000. SFMTA would need to add staff capacity to the schools engineering team to accommodate more than 10 walk audits per year.

Next Steps: The SFCTA and SFMTA should coordinate to increase resources and staff capacity to execute an expanded walk audits program. A combination of local funding sources could be directed to the program including Proposition L and the TNC Tax. Longer-term, higher-cost engineering treatments recommended as part of the walk audit program may be installed as part of larger capital projects or separate programmatic improvement initiatives which could be funded through a combination of One Bay Area Grant Program, Proposition AA, Proposition L, General Obligation Bonds, and Safe Routes to BART for schools near BART. The SFCTA should also demonstrate an approach to school-centered network safety analysis through the upcoming Mission Bay School Access Study.[1]

TRANSIT TRAININGS

SFMTA, together with SFUSD, should conduct transit trainings for youth to help young people feel comfortable riding transit and to cultivate the next generation of transit riders. SFUSD's Safe Routes to School Coordinator (a position funded through SFMTA's SRTS program) should build on SFMTA's previous experience with the "Step Up" education program to develop a field-trip curriculum for elementary school aged students which educators can use to teach youth the basics about riding transit safely. The curriculum could be designed as a stand-alone trip, or with lessons that can be built into existing SFUSD field trips which use transit.

1 https://www.sfcta.org/sites/default/files/2023-02/SFCTA_CAC_PropKGroupedAllocationsMEMO_2023-02-22.pdf

Next Steps: The SFMTA-funded Safe Routes to School Coordinator should incorporate transit training development into the work plan for upcoming SRTS grant applications. Once the curriculum is developed, the SRTS program should include information about curriculum availability in outreach to educators at school sites. SFUSD can also identify areas that transit trainings can be integrated into school activities. Curriculum development is estimated to cost less than $100,000 and should be integrated into the scope of the existing SRTS program.

PICKUP AND DROP-OFF ZONE GUIDANCE

Pickup and drop-off policies are currently developed ad-hoc by individual school sites. City agencies guide policies in several ways: The San Francisco Planning Department requires new schools and childcare facilities to develop a Pickup and Drop-Off Management Plan.[1] SFMTA and SFUSD staff have regular meetings to discuss emergent loading issues at specific school sites. San Francisco schools, however, would benefit from a more consistent process which ensures pickup and drop-off management plans are informed by best practices and guided by increased collaboration between SFMTA and school site administrators.

Next Steps: SFMTA and SFUSD should build on existing processes to ensure school administrators are able to implement effective and safe loading zones. This process should begin with SFMTA developing (or updating as necessary) two sets of informational materials. The first should describe best practices for loading zone management for an audience of school site administrators. Materials should describe what services the SFMTA is available to provide, for example curb painting and parking enforcement. The second set of informational materials should be designed for caregivers and should communicate expected behaviors and norms at school pickup and drop-off. These communication materials should be made available to school sites who can then distribute them to caregivers as needed. Materials development is estimated to cost less than $100,000 and should be included in the existing Schools Engineering Program. Site-specific loading zone management policies should be developed through the walk-audit program and should include a caregiver communications strategy. The implementation of effective and safe loading zones will require ongoing commitment from school sites who manage loading zones on a day-to-day basis.

SHUTTLES – YELLOW SCHOOL BUSES AND NON-PROFIT SOLUTIONS

Shuttle based strategies are very popular with community members across income levels, home locations, and racial groups. Many caregivers shared that shuttles could be a transformative transportation option and would work best with a variety of supplemental features including consistent routes and consistent drivers, real-time

1 https://sfplanning.org/sites/default/files/forms/SchoolChildcareManagementPlan_SupplementalApplication.pdf

tracking, an extra adult assistant, and on-board cameras. Unfortunately, opportunities to develop new community shuttles are limited. Shuttle programs are expensive to implement, and few sources of ongoing operational funding exist. Though caregivers did express a willingness to pay for a shuttle, the cost of such programs far exceeds the revenues that could be generated from fare collection.

Because of significant constraints to implementation, the School Access Plan does not recommend City agencies develop new youth-serving shuttle systems at this time. Instead, the plan recommends three ways the City can respond to the strong community interest in shuttle strategies:

1. San Francisco should consider ways to fund an expansion of SFUSD's existing yellow school bus operations. SFUSD's bus service includes many of the features caregivers want in a shuttle service including consistent routes and drivers and real time tracking. The coming years will be an especially appropriate time to consider yellow school bus service expansion because SFUSD will be transitioning from the current citywide choice policy to a zone-based choice policy for students entering elementary school in the 2026-27 school year.[1] As the zone-based policy is implemented, SFUSD will be faced with the difficult challenge of reconfiguring bus routes to serve altered transportation patterns while maintaining services for students who enrolled under the legacy citywide choice policy and depend on current routes. Service expansion will help SFUSD serve both new trips and matriculating students during the years following the policy update.

   Next Steps: SFUSD should coordinate with city transportation agencies to study and quantify the need for yellow school buses among priority populations in San Francisco, then define incremental service expansion opportunities. The California State Legislature has shown interest in recent years in expanding funding for school transportation. For example, State Assembly Bill 181 (AB181)[2] – the Home to School Transportation Reimbursement Program passed in 2022 – reimburses school districts with qualifying transportation plans a portion of their transportation expenses. SFUSD should pursue AB181 funding and the SFCTA should consider positions on school transportation related bills during upcoming legislative sessions. City agencies should collaborate with SFUSD to pursue funding opportunities as they arise.

1 https://www.sfusd.edu/schools/enroll/student-assignment-policy/student-assignment-changes/march-2023-update

2 https://www.cde.ca.gov/ls/tn/tr/

ONE YELLOW SCHOOL BUS EXPANSION SCENARIO

Context: During the school year 2010 – 2011 SFUSD reduced the transportation budget by 44%, reducing the General Education bus fleet from 44 to 25 buses. In 2022, those 25 buses served 46 schools and approximately 2,000 students daily with a budget of $4.1M. In 2022, more than 6,500 SFUSD students had school commutes longer than two miles, meaning that existing yellow school bus service was able to serve fewer than one third of students with long commutes.

Expansion: For an annual budget of approximately $8.6M ($4.5M increase[1]), SFUSD estimates they could operate 19 additional school buses, returning the fleet to the same size as 2010. The expanded fleet could serve 1520 new students, a 76% increase. The expanded budget would also fund two full-time positions within the SFUSD's transportation department to manage the expanded fleet. Expanded services would need to align to SFUSD's board adopted General Education Transportation Policy,[2] and would take approximately two years to implement. There currently no identified source of funding for such a service expansion, nor is this scenario recommended in any adopted plans. It is meant to be illustrative and describe one possible service expansion.

2. The Department of Children, Youth, and their Families (DCYF) should consider funding nonprofits to provide transportation for students to aftercare activities. DCYF has funded shuttle programs in the past, including the former Mission Van Collaborative (See Chapter 2). DCYF is currently updating their agency Services Allocation Plan which will describe goals, priorities, and approaches for the agency's upcoming 5-year funding cycle. Following the Services Allocation Plan, DCYF will release a Request for Proposals (RFP) inviting non-profit organizations to apply for funds and provide the services described.

   Next Steps: DCYF should recognize the need for safe and sustainable youth-focused transportation in their Services Allocation Plan and reserve funds for transportation programs. Following RFP awards, DCYF should issue a Notice of Funding Availability to solicit proposals from non-profits interested in providing transportation which supports aftercare programs.

1 Includes expected and contractual year-over-year cost increases

2 https://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513

3. Where community shuttles are being developed or piloted, operators should consider including trips to school or aftercare activities for K–5 youth in service plans.

   Next steps: The demand responsive shuttle currently being piloted in District 10[1] and ongoing planning for an on-demand microtransit shuttle in District 4[2] should consider including youth-focused trips to their service plans.

TRANSPORTATION COORDINATORS

A Transportation Coordinator is an individual or individuals who could help to facilitate school and aftercare transportation, ideally in-language. The Transportation Coordinator role could exist at either the school district level or at school-specific sites and could be responsible for a variety of activities such as:

- Developing informational materials that describe school transportation options and resources
- Consulting with caregivers about school transportation through one-on-one calls or in-person meetings
- Helping students and caregivers plan school trips
- Coordinating carpools
- Coordinating bus pools by pairing/grouping students to ride transit together
- Distributing pickup and drop-off guidance
- Helping caregivers enroll in Muni Lifeline and other discount fare programs
- Helping organize community engagement for SFMTA walk audits
- Monitoring caregiver travel choices and assisting with research into the effectiveness of existing transportation programs

Next steps: The school Access Plan identified two pathways for implementing transportation coordinators:

1. Enrollment counselors in SFUSD's Educational Placement Center are often the key point-of-contact for families enrolling in a new school, especially newcomer families. Enrollment counselors do not have the capacity to take on significant new transportation coordination responsibilities, but counselors do currently consult with

1 https://www.sfmta.com/sites/default/files/reports-and-documents/2022/04/5-5-22_cac_item_9_our_community_our_shuttle_program_slide_presentation.pdf

2 https://www.sfcta.org/projects/district-4-microtransit-business-plan

enrolling families on an ad-hoc basis about transportation issues. SFMTA should develop an annual training for enrollment counselors to ensure they are aware of all available transportation resources and information. SFMTA should ensure simple resources are available for counselors to distribute and should designate a clear point-of-contact at SFMTA for counselors with inquiries. Improving district-level transportation coordination in this manner is estimated to cost less than $100,000. Costs should be absorbed into existing operating budgets or piloted with funds from a multi-pronged grant proposal as described below.

2. Beacon Centers[1] are schools in San Francisco which have integrated non-profit services and other community resources at the school site. Today, 27 San Francisco schools are designated Beacon Centers, and each has a dedicated Beacon Coordinator. The Beacon Coordinator's role is to strengthen the linkage between the school and other community resources. The transportation coordinator role should be piloted with a Beacon Coordinator (or other Beacon staff) at the school site. The pilot should help define key roles and responsibilities for the coordinator and develop a model that could be implemented at other school sites. The cost of this strategy is variable but could be piloted for less than $100,000 for a single school site with funds from DCYF's standard grantmaking process, or through a coordinated grant proposal as outlined below.

IMPLEMENTING COMPLEMENTARY STRATEGIES

The most effective implementation of School Access Plan strategies will likely involve implementing multiple complementary strategies simultaneously. In addition to advancing individual strategies as described in "next-steps" sections, the City of San Francisco (via SFMTA, SFUSD, DCYF, and SFCTA) should pursue a coordinated approach to implement transit trainings, discounted fare awareness, and transportation coordinators. Implementing these three strategies in a coordinated fashion will help address the needs of caregivers who don't take transit because cost is a barrier, the needs of caregivers and students who avoid transit because they concerned about personal safety, and the needs of caregivers who require more hands-on guidance from trained transportation coordinators. This coordinated implementation approach can improve transit usage by students and caregivers, reducing single occupancy vehicle usage, and supporting San Francisco's mode shift goals. The Bay Area Air Quality Management District and California Air Resources Board operate several grant programs which could fund a proposal that packages together such a multi-pronged approach in a single funding request.

1 https://www.sfbeacon.org/aboutbeaconcenters

FARE PROGRAM AWARENESS

Several existing discount fare programs exist for vulnerable caregivers and students, however, not all caregivers and students are aware of these programs. SFUSD and SFMTA should coordinate to increase awareness of existing discounted programs amongst caregivers and students.

Next Steps: SFMTA should develop informational materials about existing fare programs and coordinate with SFUSD to distribute those materials during the annual school enrollment process. SFUSD and SFMTA should also explore whether the Lifeline program application process could better integrated with SFUSD's Multipurpose Family Income Form. Materials development and coordination with SFUSD is estimated to cost less than $100,000 and should be funded within the existing discount fare program budgets or through a coordinated grant proposal as outlined below.

SUMMARY

Table 4. Top Scoring Transportation Strategies with Cost, Funding Strategy, and Implementing Agency

	COST	FUNDING STRATEGY	IMPLEMENTING AGENCY
Shuttles	• Variable depending on service design. • ~$160,000 per year per SFUSD yellow school bus	• Assembly Bill 181 (2022) — operating funds • Various air quality grants exist that can subsidize vehicle purchase costs. • DCYF NOFA (following DCYF Services Allocation Plan — operating funds)	SFUSD — Yellow Bus Services DCYF — Aftercare Transportation SFCTA + SFUSD — Continue to monitor state and federal legislatures for new funding opportunities
Infrastructure Safety Improvements	• ~$60,000 per walk-audit, including implementation of approximately six low-cost improvements • An expansion of the walk-audit program beyond 10 audits per year would require expanding staff capacity within SFMTA's Schools Engineering Group	• Safe Routes to BART for schools near BART. • State Active Transportation Program • Local funds such as Proposition L, General Obligation Bonds, and local TNC Tax. • Longer-term, higher-cost engineering treatments recommended as part of the walk audit program may be installed as part of larger capital projects or separate programmatic improvement initiatives	SFMTA
Pickup/ Drop-off Zone Guidance	• < $100,000 for Citywide guidance about school loading zone best practices • Site specific loading management policies should be built into the SFMTA's existing walk audit program.	• California Office of Traffic Safety Grants • Incorporate site-specific loading zone management policies and communication materials into existing SFMTA walk audits	SFMTA
Transit Trainings	• < $100,000 for curriculum development. • Variable costs for implementation. Curriculum could be incorporated into existing field trips with little resource investment or through expanded SRTS programming.	• Include in future SRTS grant applications • Local or regional air quality funds such as the Transportation Fund for Clean Air (TFCA) • Packaged into CARB STEP grant. • CARB Community Air Protection Program (Bayview/Hunters Point specific)	SFMTA + SFUSD
Fare Program Awareness	• <$100,000	• Existing discount fare program funding envelope • Packaged into CARB STEP grant. • Local or regional air quality funds such as TFCA • CARB Community Air Protection Program (Bayview/Hunters Point specific)	SFMTA + SFUSD
Transportation Coordinators	• < $100,000 for district-level training and coordination • $100,000 – $250,000 for pilot of site-level transportation coordinator. Variable depending on number of sites and role responsibilities.	• California Community Schools Partnership Program Extension Grant • DCYF annual funding — Beacon Community School Grants • Local or regional air quality funds such as TFCA (for transit or carpool encouragement activities) • Packed into CARB STEP grant. • CARB Community Air Protection Program (Bayview/Hunters Point specific)	SFUSD + SFMTA — District-level coordinators DCYF — School site level coordinators

Tier 2 Strategies

In addition to the Tier 1 strategies described above, the School Access Plan identified a set of strategies which have potential to improve sustainable school transportation but require additional project development, including an expansion of SFMTA's MTAP program, the establishment of an electric bike lending library, and a carpool coordination program.

MUNI TRANSIT ASSISTANCE PROGRAM EXPANSION

Expansion of the Muni Transit Assistance Program (MTAP) scored well in community support evaluation metrics. The perception of safety on Muni is a clear barrier for some caregivers who might otherwise take their students on Muni and an expansion of the MTAP program could alleviate some of those concerns. MTAP expansion to all school-serving Muni routes, however, would be challenging to implement, as staffing the existing program has been difficult. The SFMTA should pursue a data collection effort which identifies priority areas for targeted MTAP expansion. An MTAP expansion could be pursued after the data collection identifies expansion scenarios which maximize the number of beneficiaries to program expansion cost.

ELECTRIC BIKE LENDING LIBRARY

E-bike lending libraries scored well in the transportation benefits metrics and climate metrics, but did not score well in the safety and community support criteria. There was some community interest in e-bike programs, however many caregivers shared that there is not enough safe and protected bicycle infrastructure to make e-bike options a safe and reliable transportation option. This strategy should be pursued in the future in tandem with city efforts to expand the low-stress bicycle network such as the Active Communities Plan[1] or Mission Bay School Access Study.[2]

CARPOOL COORDINATION

The Plan evaluated three different versions of the carpool strategy: carpool coordination by SFUSD and/or schools; coordination by third-party matching services; and coordination by caregivers. Carpool coordination by caregivers scored the highest of the three options. Agency experience with carpool coordination has seen limited benefits – it requires significant effort and consistent support at program startup. Once carpools form, it can be difficult to maintain a continuous pool of interested families. Third party carpool matching services may suffer from a lack of caregiver trust and are not guaranteed to persist from year-to-year. The carpool coordination strategy should be considered when the transportation coordinator role is established at a school site. This person can work with caregivers to share information about carpool

1 https://www.sfmta.com/projects/active-communities-plan

2 https://www.sfcta.org/sites/default/files/2023-02/SFCTA_CAC_PropKGroupedAllocationsMEMO_2023-02-22.pdf

options and connect caregivers who are interested. Carpooling strategies could also be more effective after SFUSD transitions to a zone-based assignment policy because there will likely be more overlap in caregiver travel patterns. There are also concerns within SFUSD about unclear legal liabilities that could fall on organizers of carpools. These concerns will need to be addressed before the carpool coordination strategy is implemented, potentially by developing a legal notice for transportation providers absolving the district of liability.

Strategies for Foster and Homeless Youth

Foster and homeless youth experience some unique transportation challenges. The School Access Plan worked with SFUSD's Foster Youth Services Coordinating Program and program for Students and Families Experiencing Homelessness to develop three strategies which address those unique challenges.

DEVELOP A FORUM FOR REGIONAL COORDINATION OF SCHOOL-OF-ORIGIN TRANSPORTATION

Many foster youth who attend SFUSD schools receive home placements outside of San Francisco. If a foster student wishes to remain at the school they attended prior to the home placement (their "school-of-origin") SFUSD and the San Francisco Human Services Agency (SFHSA) are legally obligated to provide reasonable transportation accommodations. Some long trips overlap geographically with trips made by school districts or child welfare agencies in other counties. For example, other school districts may be providing transportation to a non-public School in San Francisco or driving through San Francisco to provide school-of-origin transportation to Marin.

Currently, school districts and child welfare agencies coordinate on an ad-hoc basis, but coordination relies on individual staff relationships with no forum or framework for collaboration. Establishing such a forum could allow child welfare agencies to define a strategy for transportation when school-of-origin trip needs overlap. As a first step to implement this strategy, SFUSD, should identify which local educational agencies provide transportation to non-public schools in San Francisco or Marin county (with travel through San Francisco). SFUSD should coordinate with those agencies on a forum for regional cooperation.

CONSIDER ALLOWING SFUSD EMPLOYEES TO PROVIDE SCHOOL-OF-ORIGIN TRANSPORTATION

As described above, many foster youth in San Francisco receive placements outside of San Francisco county but wish to remain at an SFUSD school-of-origin. These trips can be very long and difficult, but the SFHSA and SFUSD are legally obligated to provide reasonable transportation accommodations.

Some long school-of-origin trips overlap geographically with commute patterns of SFUSD and SFHSA employees – especially trips which begin in the East Bay. If SFUSD employees were allowed to drive foster students some school-of-origin transportation could be provided efficiently and effectively, however concerns about SFUSD liability have prevented district employees from providing transportation in personal vehicles. These concerns could be addressed by developing a legal notice for transportation providers absolving the district of liability, or by establishing a sanctioned program to provide job training and compensation to SFUSD employees who are well positioned to provide school-of-origin transportation. Precedent does exist for SFUSD employees providing transportation in personal vehicles for field trips or mentoring. Any program or policy would need to be designed with input from foster students, families, SFUSD's transportation department, the San Francisco Health and Human Services Agency, union representatives, and SFUSD employees interested in providing transportation.

TRANSIT FARE PAYMENT REFORM

The School Access Plan identifies three distinct problems related to transit fare payment for foster and homeless youth:

1. Although SFMTA has Free Muni for All Youth, many foster students commute into San Francisco and must pay transit fares on other operators. SFUSD purchases and distributes loaded Clipper cards to foster and homeless students who must pay transit fares. Some operators offer youth discounts, however Cubic (the company who maintains Clipper) does not allow SFUSD to purchase youth-rate cards, leading SFUSD to pay more for student transportation than they should. SFUSD and the Metropolitan Transportation Commission (MTC) should coordinate and request Cubic sell youth-rate cards to local educational agencies.
2. SFUSD does not have a way to load clipper cards which have already been distributed. Youth or caregivers are either given cards with very high balances (subject to theft/loss), or district staff must repeatedly distribute new cards. MTC, Cubic, and local educational agencies should coordinate and investigate whether a process could be implemented which either allows for Clipper invoicing or creates a budgeting system within SFUSD which can be used to proactively refill Clipper cards.

3. Homeless caregivers who accompany their children on Muni are eligible for SFMTA's All-Access-Pass,[1] however SFUSD is unable to distribute these passes. Instead, caregivers who meet the eligibility criteria must apply for a pass with SFMTA, creating an additional bureaucratic hurdle. SFUSD and SFMTA staff should develop a process which allows SFUSD to distribute the All-Access-Pass to eligible caretakers during the school enrollment process.

Policy Recommendations

SFUSD'S ELEMENTARY SCHOOL ASSIGNMENT POLICY UPDATE SHOULD CONTINUE TO CONSIDER TRANSPORTATION OUTCOMES

"Proximity" between students' home and school locations is one of three core goals of SFUSD's elementary school assignment policy update which posits that increasing proximity will "create strong community connections to local schools and reduce the number of families with elementary students traveling across the city." SFUSD should continue to consider transportation outcomes throughout their policy development process and collaborate with SFMTA and other city agencies on policies or programs which respond to the new policy.

The Elementary School Assignment Policy Update should also consider whether revisions to the district's existing General Education Transportation Policy are necessary for the policy's continued relevance under a zone based assignment system. If the Assignment Policy Update process determines that revisions should be considered to existing policy, the SFUSD transportation department should conduct an analysis of expected student home and school locations, estimate the size of priority student populations, and develop metrics to measure how different levels of service and service configuration scenarios meet any updated policy goals. Completing such an analysis could require building transportation planning capacity at SFUSD (see below) or partnerships between SFUSD and other city transportation agencies.

BUILD TRANSPORTATION PLANNING CAPACITY AT SFUSD

The transportation department within SFUSD has a significant number of day-to-day operational responsibilities including transportation support for caregivers with questions about yellow bus service, managing the Zūm contract, and solving a wide variety of transportation issues as they arise. These daily responsibilities leave the department with little capacity for proactive long-term transportation planning, however such planning will be increasingly important in coming years.

1 https://www.sfmta.com/fares/access-pass

State interest in school transportation is clear. For example, the state's 2023 active transportation discretionary grant program[1] prioritized projects which explicitly met the needs of students. AB181 (2022) requires that districts adopt a Transportation Services Plan in order to receive reimbursement for transportation expenses. To ensure San Francisco caregivers benefit from state programs and the most efficient use of existing resources, SFUSD should invest in the capacity of their transportation department. This investment will be especially important as the transition from a citywide elementary school choice policy to a zone-based choice policy in the coming years requires re-thinking current yellow bus service patterns.

CONTINUE TO SUPPORT SAFE ROUTES TO SCHOOLS PROGRAMMING

Although the School Access Plan focuses on long distance trips caregivers consistently articulated needs which align with SRTS Program goals. The SFCTA, SFMTA, and SFUSD should continue to pursue competitive grants for SRTS programming. SFMTA should also continue with recent efforts to expand programming to include public transit, as transit has the potential to serve longer school trips which are especially difficult for caregivers.

CONSIDER UPDATING SAN FRANCISCO'S TRANSPORTATION DEMAND MANAGEMENT (TDM) MENU OF OPTIONS

One challenge to implementing the e-bike lending library strategy is a lack of secure bicycle storage as many caregivers, especially low-income caregivers may not be able to store bicycles inside their homes. San Francisco's TDM policy incentivizes developers to provide on-site secure storage for bicycles,[2] including cargo bicycles, however the policy predates the widespread adoption of *electric* bicycles. The next TDM policy update should consider charging facilities for electric bikes, especially in affordable housing developments, as affordable housing is more likely to house SFUSD students than market rate developments.[3]

THE METROPOLITAN TRANSPORTATION COMMISSION'S COORDINATED HUMAN SERVICES AND PUBLIC TRANSPORTATION PLAN SHOULD CONSIDER THE NEEDS OF YOUTH

The Metropolitan Transportation Commission (MTC) is the regional transportation coordinating agency for the nine-county San Francisco Bay Area. In accordance with federal law, MTC authors and regularly updates the region's Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan),[4] which identifies strategies to meet the mobility needs of seniors, people with disabilities, and people

1 https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB99

2 https://default.sfplanning.org/transportation/tdm/TDM_Measures.pdf

3 https://sfplanning.org/resource/family-friendly-housing-report

4 https://mtc.ca.gov/planning/transportation/access-equity-mobility/coordinated-public-transit-human-services-transportation-plan#:~:text=MTC%20has%20adopted%20a%20plan,place%20to%20live%20and%20work

with low-incomes. MTC should go beyond federal requirements and include youth as a focus population for the next coordinated plan update. This would ensure that the unique mobility needs of youth are considered at a regional level and that strategies are identified to address those needs.

Conclusion

The school commute in San Francisco is difficult for students and caregivers, especially for young students and their families. Many students travel long distances to school, and existing city programs do not meet the needs of all such students. San Francisco city agencies and SFUSD can improve the availability, quality, and safety of transportation to school and afterschool activities through coordinated implementation of the strategies and policies outlined in this plan. Successful implementation will require interagency collaboration, dedicated funding, and ongoing engagement with caregivers.

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**San Francisco
County Transportation
Authority**

SFMTA

Active Communities Plan

Plan Overview

SFCTA CAC
April 26, 2023

Caltrans

What is the ACP?

- The Active Communities Plan (ACP) will create a new plan for active mobility in SF for the first time since 2009, including:
  - 10-15 year investment plan for active transportation
  - A new Proposed Active Transportation Network
  - New supportive programs/policies
- Extensive outreach throughout 2023 will:
  - Be inclusive of all devices that can use the bike network
  - Center needs of priority communities & vulnerable users

Plan will be adopted in 2024

How does the ACP fit in larger City goals?

ConnectSF

A collaborative process for the future vision of SF's transportation system

Active Transportation Study

SFTP 2050

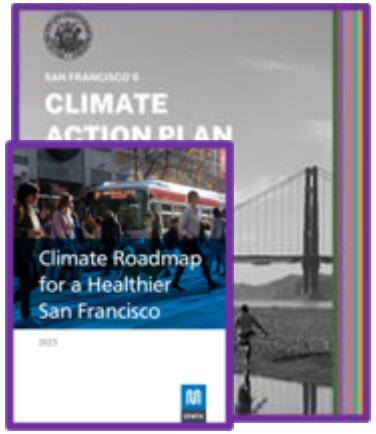
Vision Zero

Achieve zero roadway fatalities and serious injuries

SFMTA Vision Zero Action Strategy

Climate Action Plan

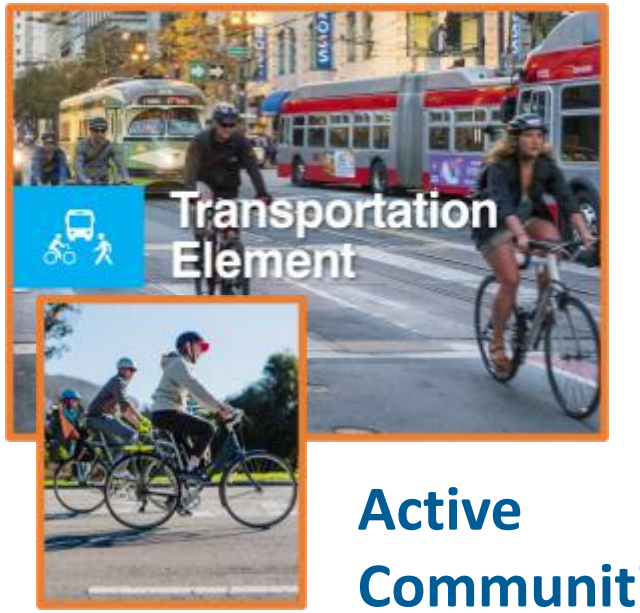
SF's plan to achieve net-zero greenhouse gas emissions with other community benefits



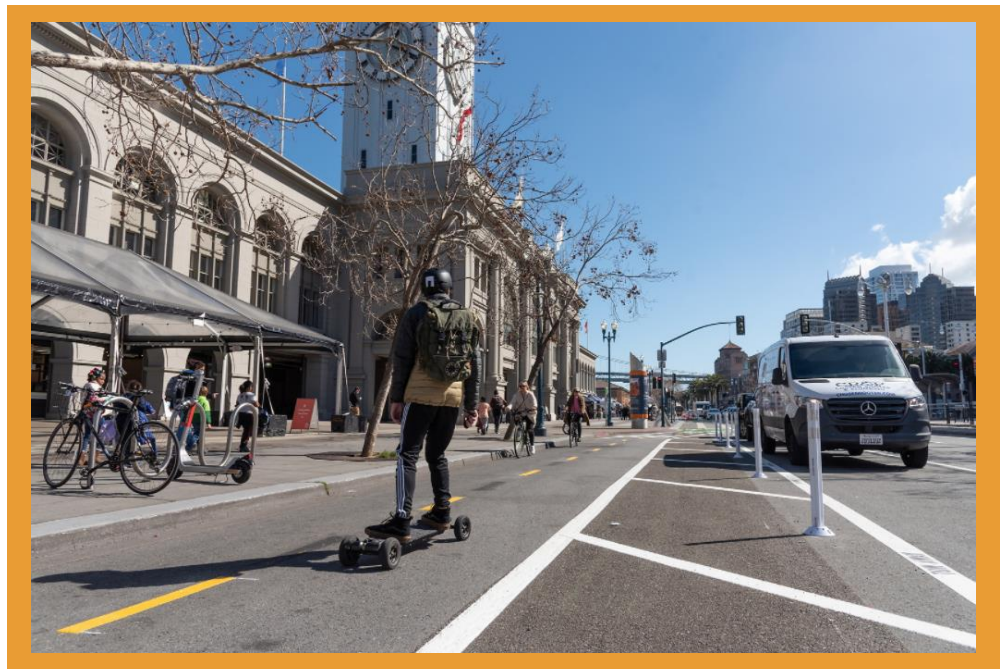
SFMTA Climate Roadmap

Transportation Element

SF's Transportation Policy & Plan



Active Communities Plan



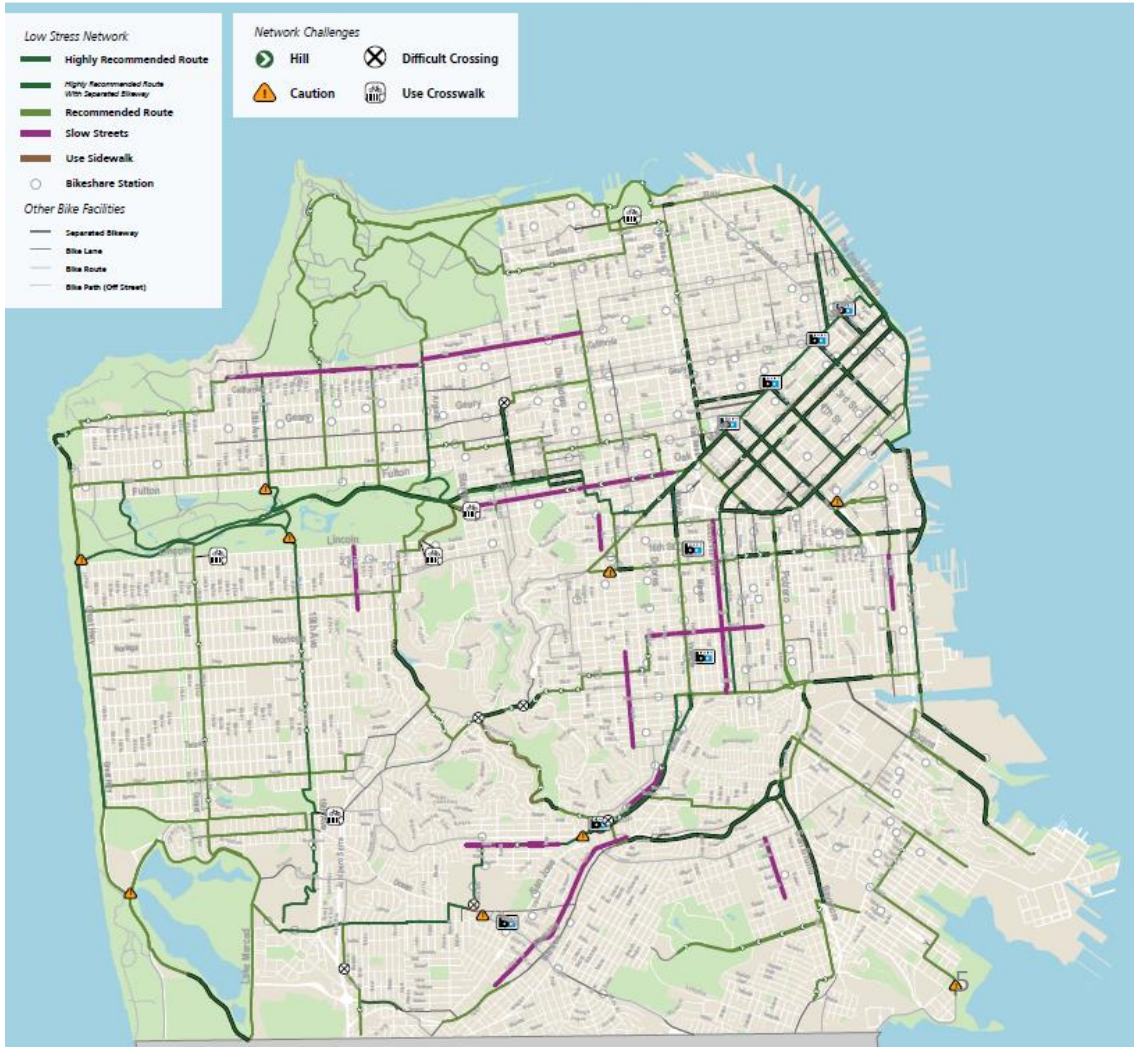
Plan Goals

- Advance equity
- Support safety for all road users
- Support climate action
- Support access for all
- Deliver real results
- Develop new approaches

The Active Transportation Network

- "Active Transportation Network" is inclusive of people who use powerchairs, skateboards, scooters, and other electric-assisted devices
- ACP will expand the Active Transportation Network with:
  - More protected lanes
  - Slow Streets & Neighborways
  - Car-free streets
  - Support community-led placemaking
- Adding new supportive facilities, including:
  - Device parking
  - Bikeshare
  - Scootershare
  - Mobility Hubs

Today's Active Transportation Network



Supportive Policies & Programs

- The ACP is not limited to infrastructure—this is a chance to consider programs, initiatives, and policies to support active mobility, like:
  - Vision Zero education
  - Safe Routes to School
  - Bike Month
  - Bike education classes
  - Micromobility
  - Bike Share 4 All
  - Adaptive bikeshare (BORP)

What the ACP will produce:
10-15 year investment plan

New Network

- Develop a new mobility network based on community needs, building on the existing bike network
- Prioritization & cost estimates for network recommendations

Parking + facilities

- Device parking recommendations to accommodate a diversity of needs
- Support facilities, like Mobility Hubs, to link active mobility and transit

Programmatic Recommendations

- Bike/mobility education classes
- Supportive, community-building events
- Partnerships with community institutions, like libraries

Policy Recommendations

- Identify policies to encourage mode shift, like TDM or incentive programs
- Identify policies to improve project delivery
- Identify policies to improve & grow community relationships

How we build the Active Communities Plan

Outreach + Engagement

+

Analysis

→

Active Communities Plan

→

Next Steps

Funding

Design

Approval

Implementation

Outreach & Engagement

Goal: Align projects with community values & rebuild trust

Year-long phased outreach process

- Broad reach into communities
- Increasing detail as plan develops
- Various ways to participate online and in person

Focus on Equity and Inclusion

- Translated and inclusive materials
- Community-based outreach prioritizes under-served groups

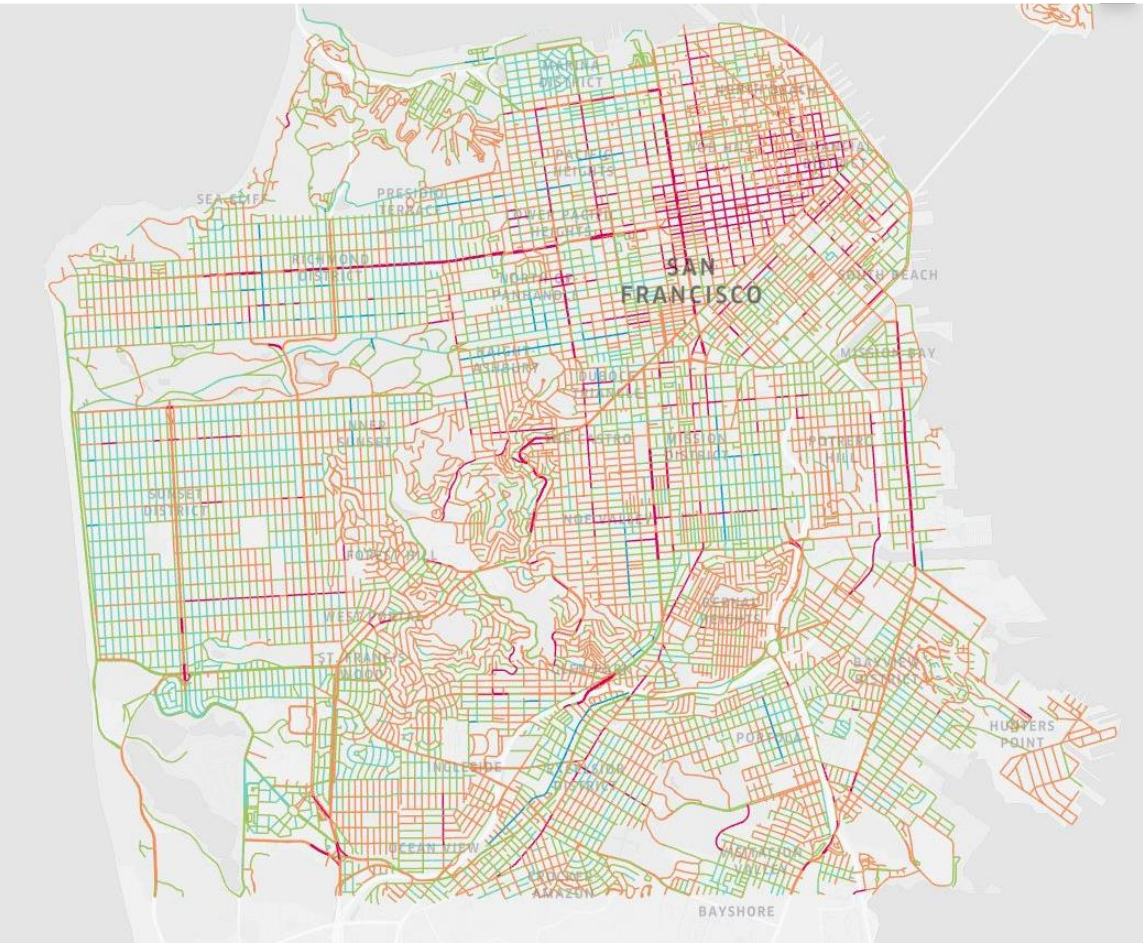
Focus on Equity Priority Communities

- The ACP focuses on engagement and projects in neighborhoods where past bike network projects have been particularly divisive
- Our goal is to rebuild trust and align future projects with community values.
- We are working with the following community partners:
  - **Bayview-Hunters Point:** Bayview Hunters Point Community Advocates
  - **Mission District & Outer Mission/Excelsior:** PODER Bicis del Pueblo
  - **Tenderloin:** Tenderloin Community Benefit District
  - **Western Addition & Fillmore:** New Community Leadership Foundation
  - **SoMa:** SoMa Pilipinas
  - **Interethnica:** Chinese-language communities

Analysis

Goal: Identify areas for bike network improvements and inform potential new policies and programs

Draft Bike Network Comfort Index



Includes:

- Bicycle Network Comfort Index
- Resident Preference Survey
- Bike Network & Bike Count Analysis
- Equity Analysis
- Collision Analysis
- Network Connectivity Analysis

What we've already done

- Contracted Consultant Team & Community Partners
- Plan Review & Peer City Review
- Existing Conditions Basemaps
- Community Interviews
- Public Outreach Plan
- Outreach Kickoff (January) – website, blog, emails
- 15+ public events (January – March)
- Technical Advisory Committee (6 meetings)
- Bicycle Network Comfort Index development & working group
- Resident Preference Survey Draft (April launch)
- Ongoing network & collision analysis

Schedule

Phase 1: Now

- *Understanding Community Concerns*
- Data Collection, Mapping Frameworks

Phase 2: Spring- Summer

- *Community Discussions*
- Where are people going, what works/doesn't work
- Resident Preference Survey, Collision Analysis

Phase 3: Summer-Fall

- *Draft recommendations*
- Public feedback on recommendations
- Equity Analysis, Connectivity Analysis

Phase 4: Fall - Winter

- *Draft Plan*
- Refine Plan, including network, policies and programs

Thank you!

SFMTA

ActiveCommunities@SFMTA.com

SFMTA.com/projects/active-communities-plan

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO SPEED MANAGEMENT UPDATE

Uyen Ngo, SFMTA

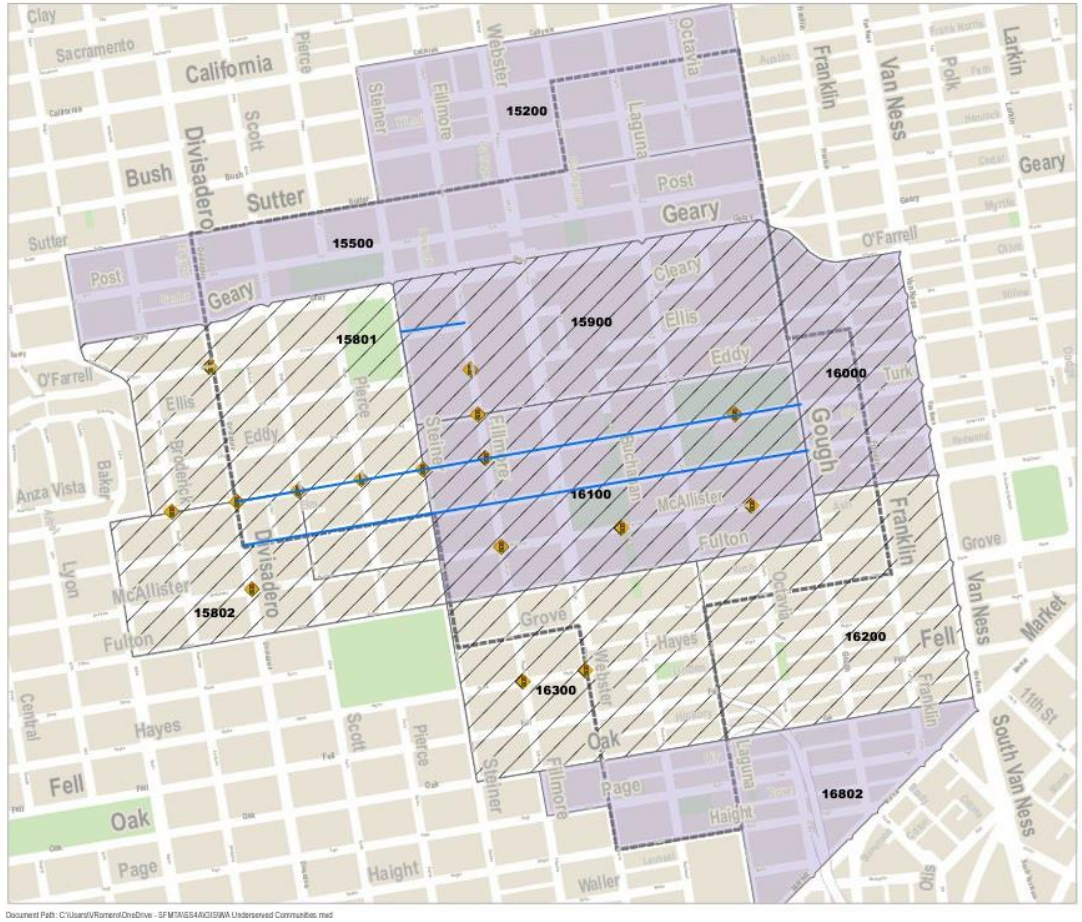
April 26, 2023

SFCTA CAC

USDOT SAFE STREETS AND ROADS FOR ALL GRANT

Awarded $17M for Western Addition Community Safe Streets Project:

- Traffic Signal Upgrades
- Speed Management Tools
- Education & Outreach
- Community Partnerships



20 MPH CORRIDOR IMPLEMENTATION

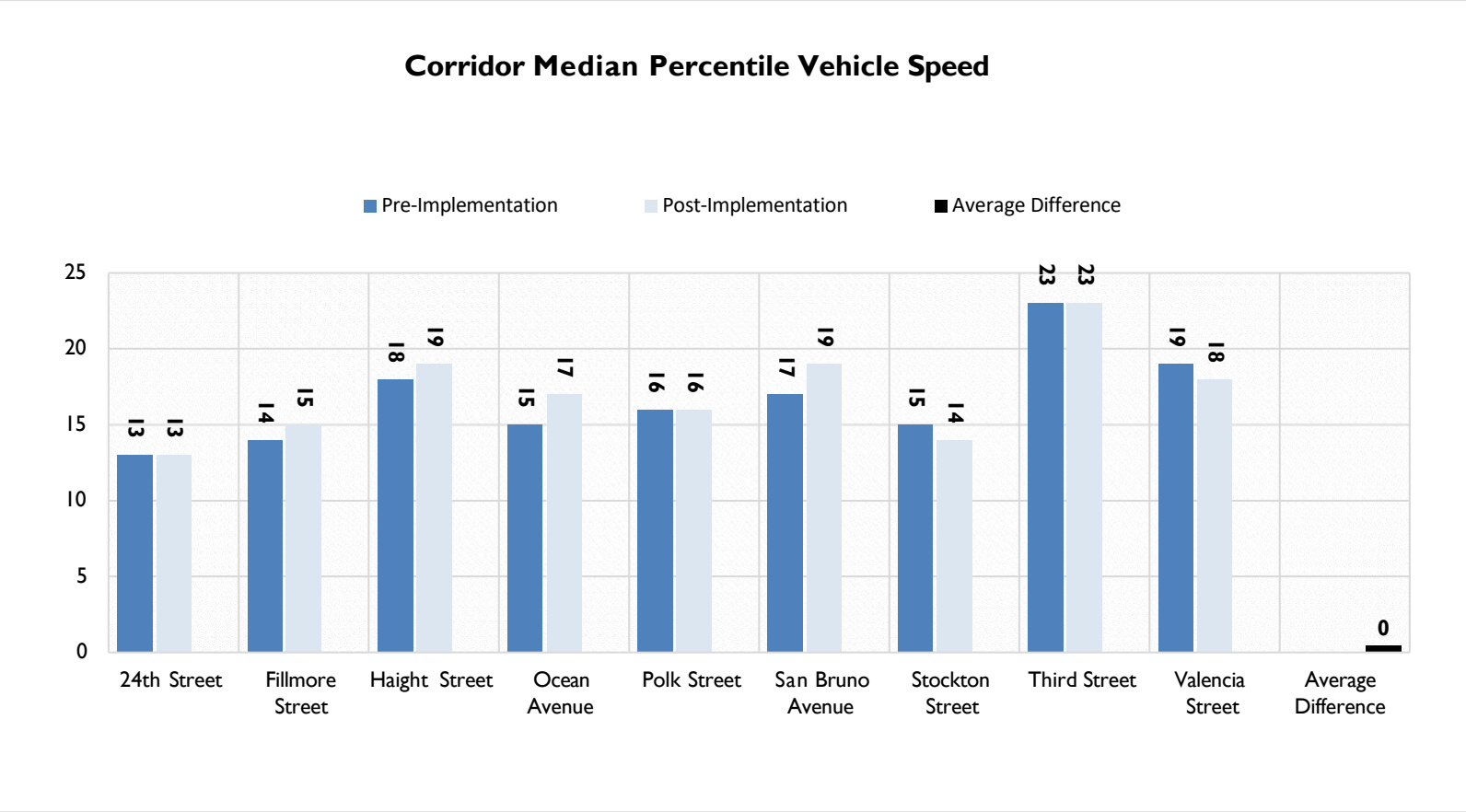
28
Corridors Completed

19
Street Miles

300+
Signs Installed

20 MPH CORRIDOR EVALUATION

- Most drivers are driving at or below posted speed limit
- Additional design changes needed for slower speeds



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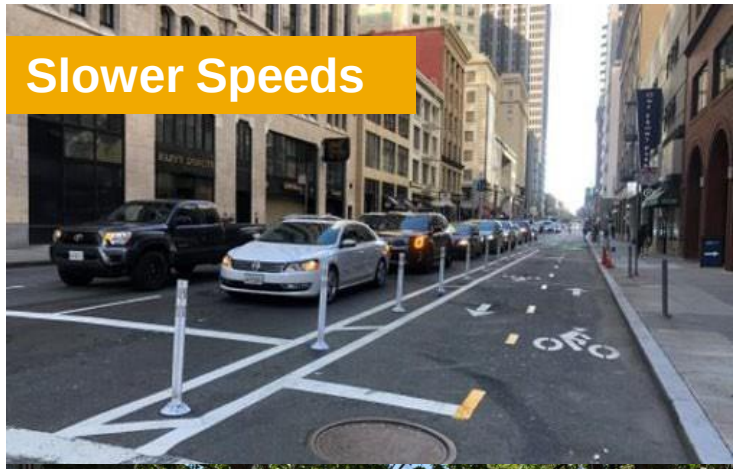
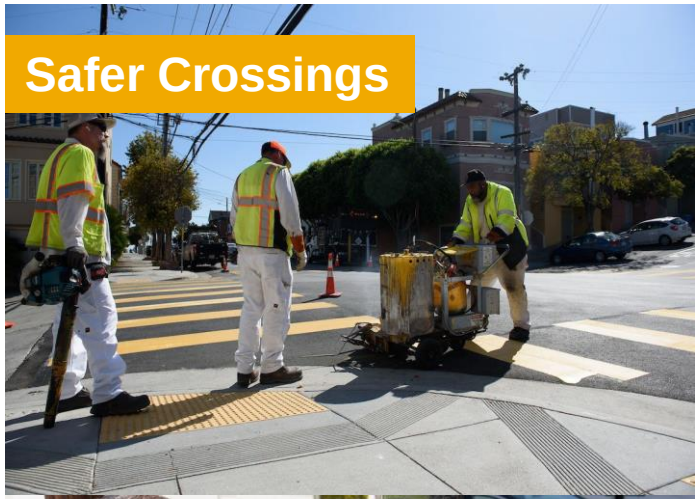
SPEED MANAGEMENT PLAN

Slower Speeds



Safer Crossings



Complementary Strategies

WHERE WE'RE AT: EXISTING TOOLS

Slower Speeds

- ~200 traffic calming tools each year
- 80 miles of road diets

Safer Crossings

- Daylighting
- Traffic signal timing

Complementary Strategies

- Motorcycle safety program
- Community Partnerships

WHERE WE'RE GOING: NEW/EXPANDED TOOLS

Slower Speeds

- HIN Quick Builds
- Vis Valley & Portola TC
- 17 permanent Slow Streets

Safer Crossings

- Western Addition Signal Upgrades
- Left Turn Safety Expansion

Complementary Strategies

- Continued Community Partnerships

WHAT'S STILL NEEDED: FUTURE TOOLS

2023 State Legislative Cycle

AB 645 (Friedman) - would establish a speed safety pilot program

AB 251 (Ward) - requires the CTC to convene a task force to study the relationship between vehicle weight and traffic injuries

VISION ZERO SAFE STREETS 2022 END OF YEAR SUMMARY

5 Quick Build Projects Installed

17 Miles of Improvements on the High Injury Network

28 Twenty Miles per Hour Corridors

200 Traffic Calming Devices

9 Miles of Protected Bikeways

17 Legislated Slow Streets

407 High-Visibility Crosswalks

337 Daylighting Installed

40 Intersections with No Turn On Red Signs

8 Intersections with Turn Calming

48 Walk Speed 3.0 on the High Injury Network

39 Leading Pedestrian Intervals on the High Injury Network

58 Accessible Pedestrian Signals on the High Injury Network

0 Pedestrian Countdown Signals on the High Injury Network

0 Red Light Cameras Installed

THANK YOU

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO SF: 2022 TRAFFIC FATALITY REPORT

POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

April 26, 2023

San Francisco County Transportation Authority CAC

Iris Tsui, MPH, San Francisco Dept. of Public Health

POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

SAN FRANCISCO POLICE
ORO EN PAZ FIERRO EN GUERRA

SFMTA

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department

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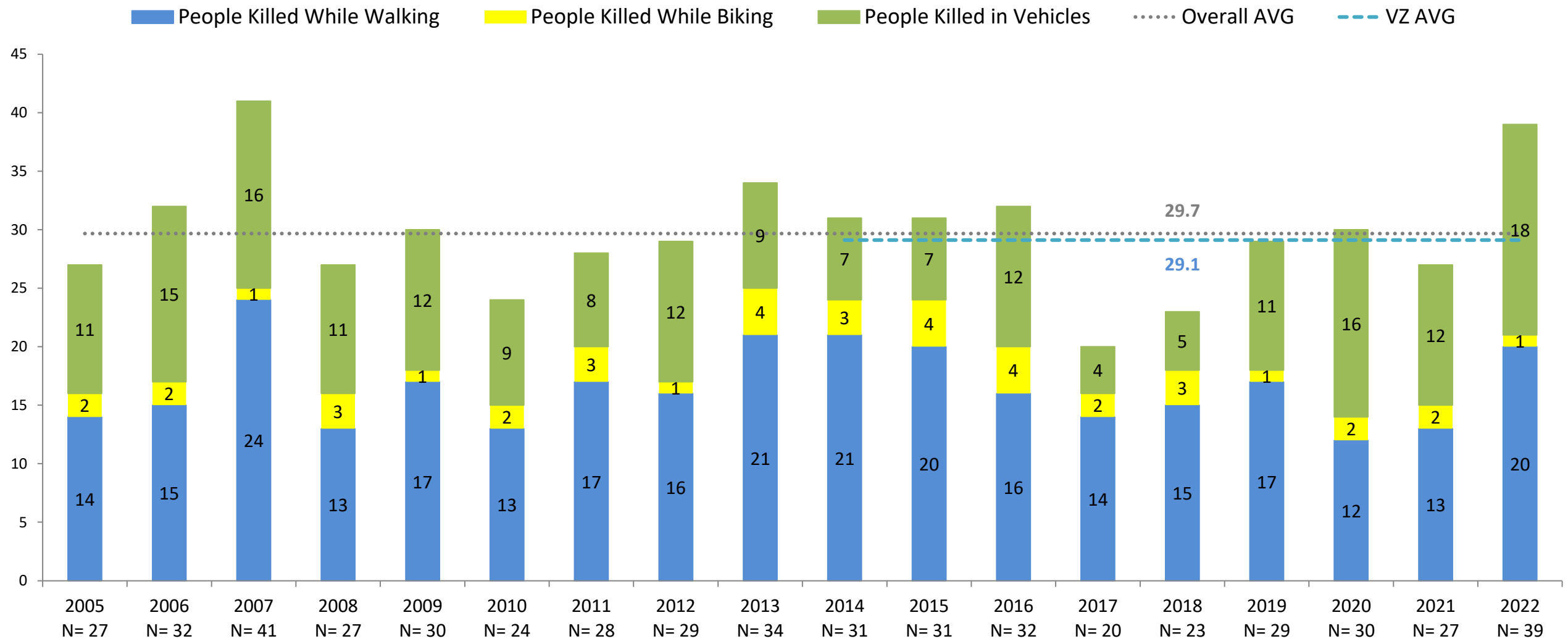
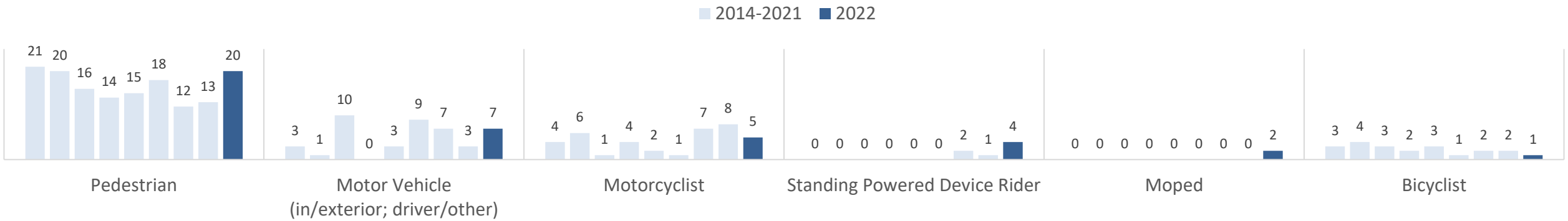
39 TRAFFIC-RELATED DEATHS IN 2022



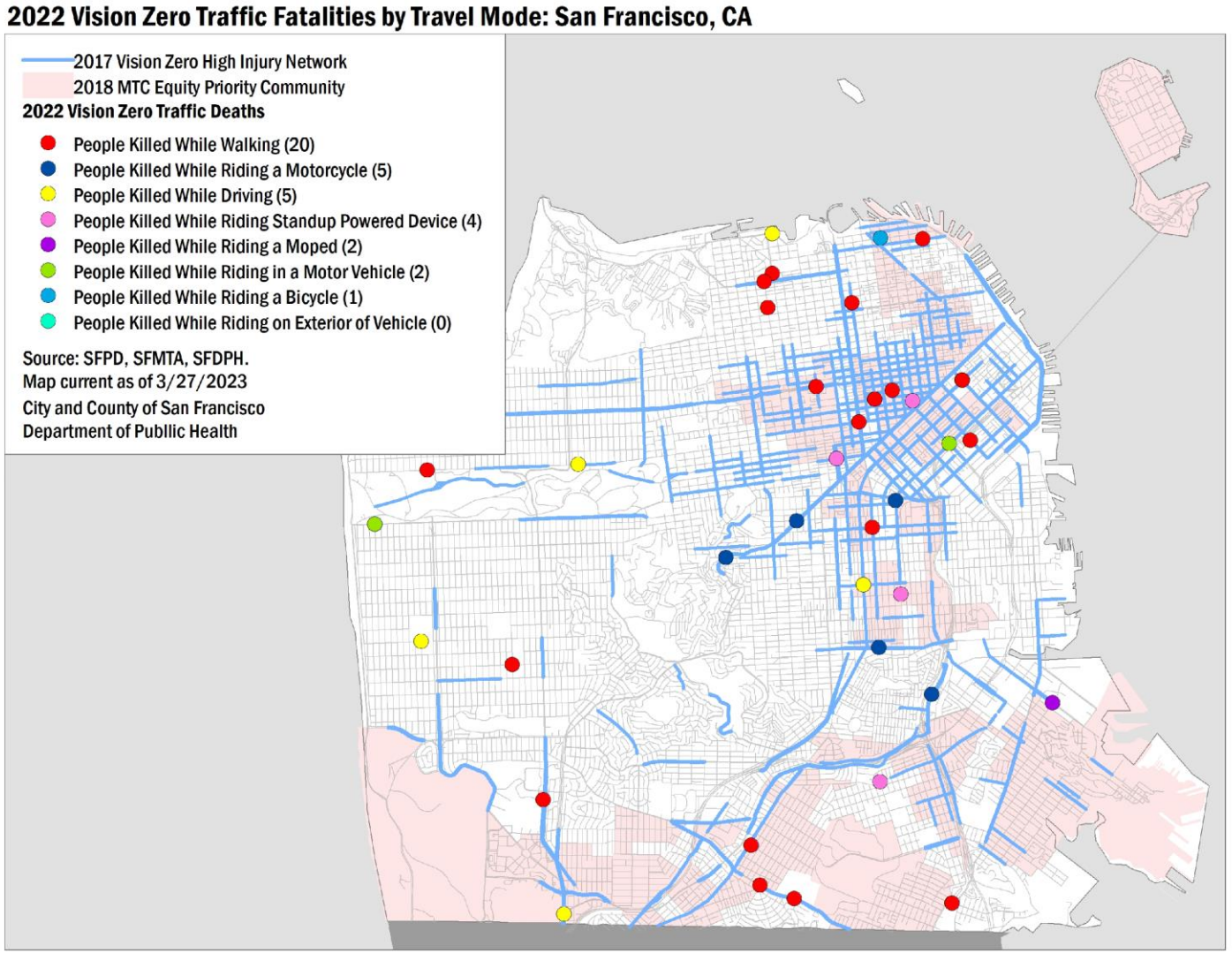
FATALITIES BY TRAVEL MODE



Pedestrians remain most vulnerable	Five drivers and two passengers	Five people killed while riding a motorcycle	Includes e-scooters and e-unicycles	Lowered powered sit-down vehicles	One person killed while biking
51% of total fatalities	18%	13%	10%	5%	3%
Highest since 2015	Four more than last year	Lower than the past three years	More than doubles the total	Newly separated from motorcycles	One fewer than last year

Note: **Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.**

VISION ZERO HIGH INJURY NETWORK



In 2022, 59% (n=23) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (44%; n=17) occurred in an Equity Priority Community

- 11 of which were also on the VZHIN

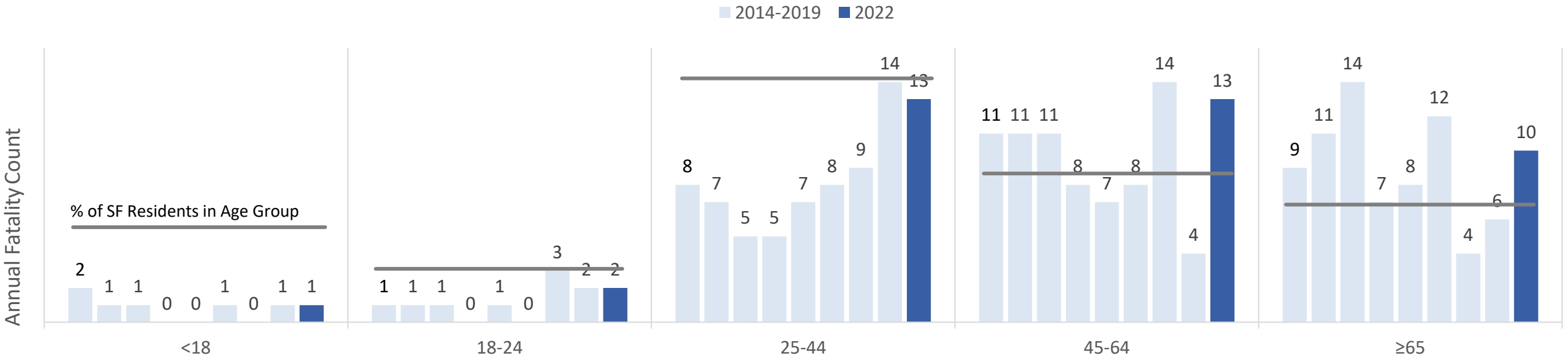
https://www.visionzerosf.org/wp-content/uploads/2023/03/2022_Vision_Zero_Network_Update_Methodology.pdf

FATALITIES BY AGE

Number of seniors 65+ killed in traffic increased in 2022; a return to pre-pandemic levels, on avg.

Among pedestrian fatalities: 26% were age 65+ and 49% were age 50+

Percent of total fatalities in the 45-64 age group increased from 15% (2021) to 33% (2022)



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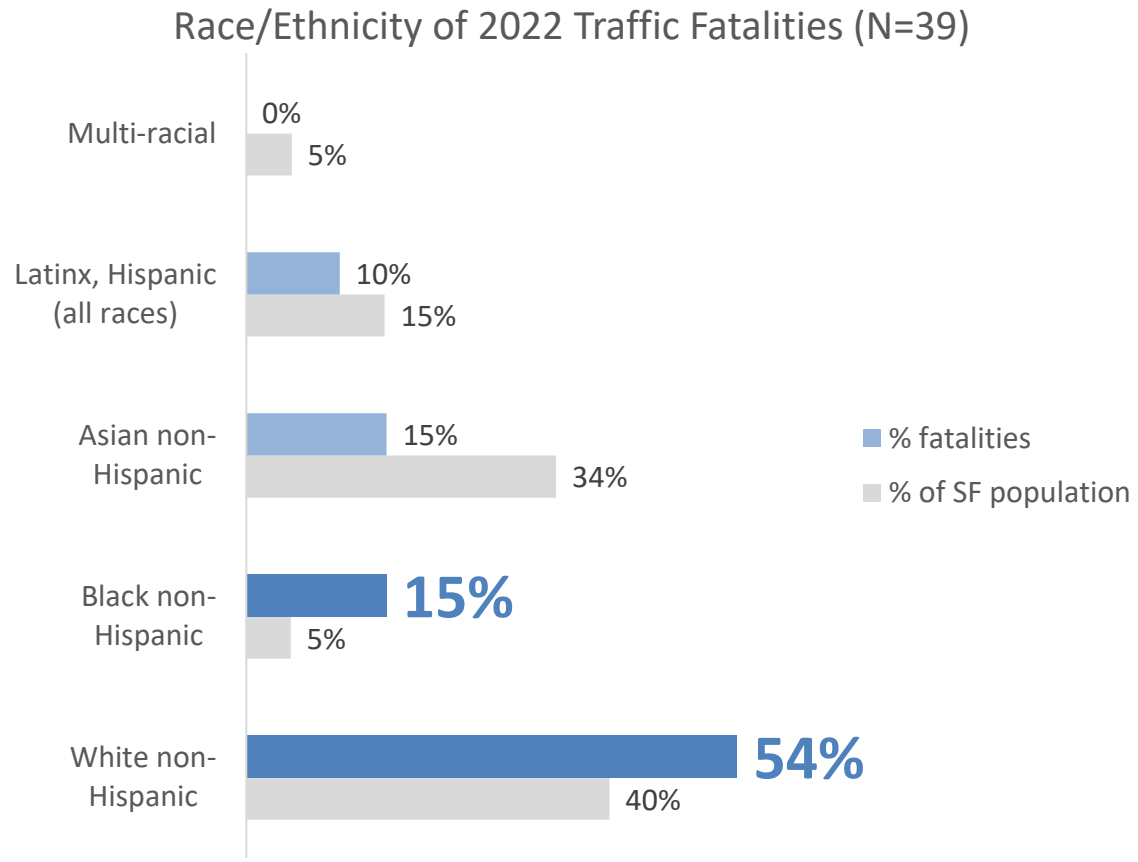
FATALITIES BY RACE/ETHNICITY*

Asian and Latinx persons are under-represented in fatality data relative to SF population estimates.

Black and White individuals are over-represented in fatality data relative to their representation in the SF population

8 (21%) of victims were not SF residents

All White



*Race and ethnicity for SF fatalities are per Office of the Chief Medical Examiner.
*There were two fatalities where race/ethnicity could not be determined.

SF Population estimates for race and ethnicity are from the US Census Bureau, 2020 American Community Survey 5-year estimates

CRASH CHARACTERISTICS

Sharing Technology Involvement: For the third consecutive year, riders of a standing powered device figured in the fatality count (n=4 in 2022; n=7 since 2014). In addition, one Uber passenger died.

Solo Crashes: Single party vehicle crashes totaled 21% (n=8) of fatalities. This represents one fewer death than in 2021 (33%, n=9).

Time of Day: Fatal collisions occurred more frequently between 6p and 10p

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SF TRAFFIC FATALITIES IN CONTEXT

	2019	2022	Percent change from pre-pandemic
OAKLAND	26	36	+38%
SAN FRANCISCO	29	39	+34%
LOS ANGELES	244	312	+29%
NATIONAL	24,827	31,785	+28%
LONG BEACH	36	45	+25%
SAN DIEGO	51	59	+16%
SAN JOSE	60	65	+8%

Jan 1 – Sep 30 only

https://www.oaklandca.gov/topics/traffic-fatality-tracking
https://www.latimes.com/california/story/2023-01-14/traffic-deaths-rise-again-in-2022-with-marked-increase-in-pedestrian-fatalities
https://www.nhtsa.gov/press-releases/nhtsa-estimates-traffic-deaths-2022-third-quarter
https://lbpost.com/news/traffic-deaths-have-spiked-in-recent-years-with-45-in-2021
https://data.sandiego.gov/datasets/police-collisions-details/
https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data

Thank you!

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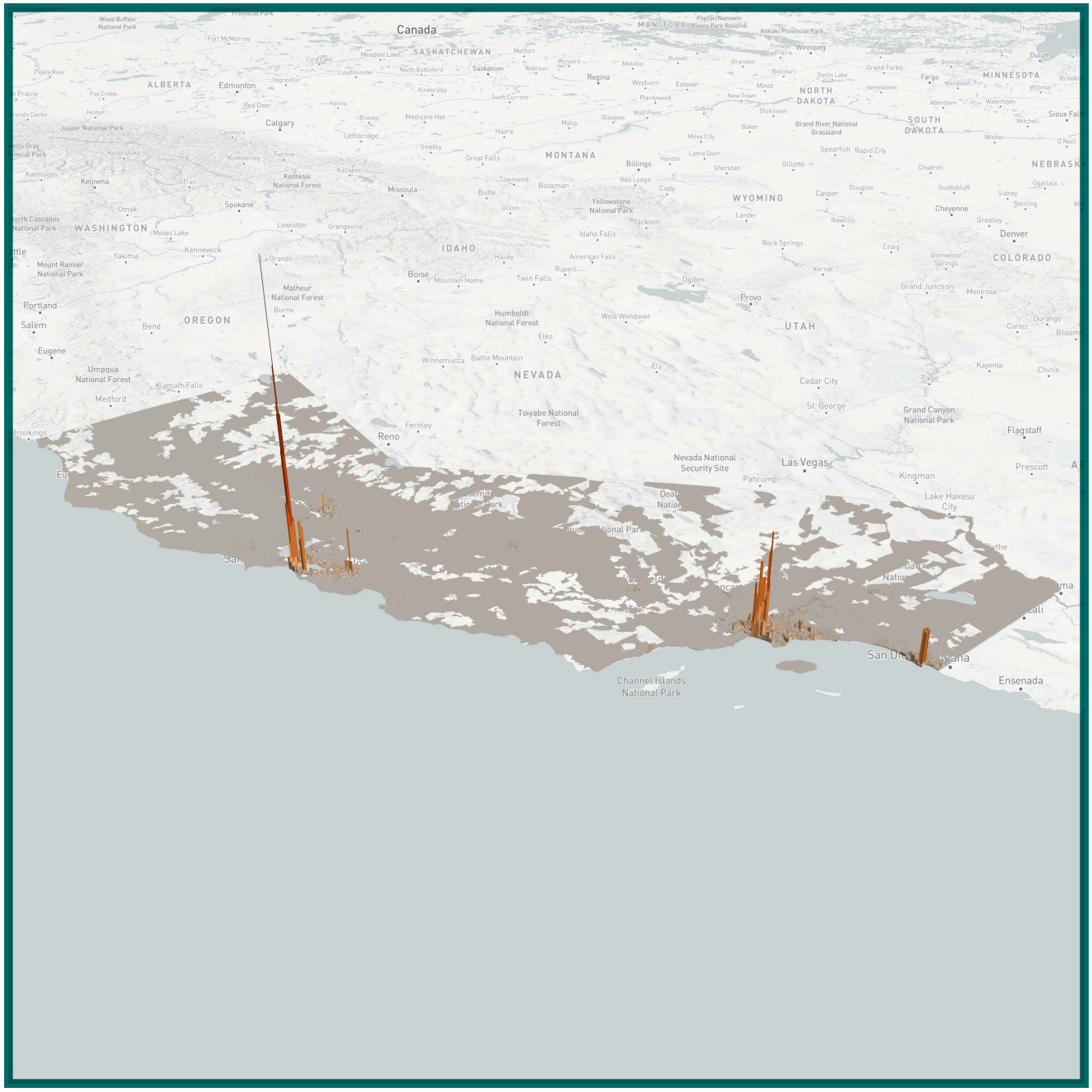

TNCs 2020:
A Profile of Ride-Hailing in California

San Francisco
County Transportation
Authority

Draft Report: April 2023

Acknowledgments

We wish to thank the following individuals who contributed to this report:

PROJECT TEAM

San Francisco County Transportation Authority

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Executive Summary

Transportation Network Companies (TNCs) such as Uber and Lyft began providing on-demand, app-based transportation ride-hail services in California in 2009, and have been required to submit annual reports to the California Public Utilities Commission (CPUC) since 2014. These TNC Annual Reports contain information about a wide range of topics, including, but not limited to, trip requests and completions, collisions, and incidents, assaults and harassment, and miles and hours driven. The CPUC has designated the TNC Annual Reports from 2020 onward as public, and a proposed decision would make all past reports public. The 2020 reports are the first reports made public by the CPUC.

This information is of great interest to cities like San Francisco where TNCs operate. In February 2022, the San Francisco County Transportation Authority (Transportation Authority) requested the 2020 public TNC Annual Reports for Uber and Lyft from the CPUC, which provided the reports later that month. These reports cover the period from September 2019 to August 2020 and have been highly redacted by the CPUC.

The CPUC also regulates the nascent autonomous vehicle (AV) passenger service industry and is developing AV regulations in the very same proceedings as TNC regulations. AV passenger services are like TNCs in many ways, but with the important distinction that they plan to, and in some cases already do, use self-driving cars without any human safety driver. AV passenger service companies submit quarterly reports which, by contrast, are routinely published by the CPUC, but similar to the public TNC Annual Reports, are heavily redacted.

This report analyzes and summarizes the 2020 public TNC Annual Reports, and is intended to inform the Transportation Authority Board, as well as state and local policy-makers, and the public, on general characteristics of the TNC market, and on the performance of TNCs in terms of public safety, labor, the environment, and accessibility. Unredacted TNC public Annual Reports could also be used to validate San Francisco's Prop D Traffic Congestion Mitigation Tax receipts, which have been irregular.

The following findings summarize the Transportation Authority's analysis of the 2020 TNC Annual Reports, which cover the six months before the COVID pandemic and the first six months of the pandemic. Transportation patterns changed during the pandemic and continue to evolve. When the 2021 and 2022 Annual Reports are disclosed consistent with the CPUC's data confidentiality rulings, the Transportation Authority will prepare summaries for these reporting years as well.

Key Findings

REPORTING COMPLIANCE & INTEGRITY

The public Annual Reports are incomplete by the standards set by the CPUC. In the 2020 public Annual Reports, Lyft reported 36% of the required data as measured by the percent of required public fields and records that are present and unredacted. Uber reported 99.99% of the required data.

Uber's and Lyft's data is internally inconsistent. For example, Lyft's Annual Reports include two different totals for the number of completed trips in the state, differing by 49.7 million trips, or 81%. Uber's Annual Reports also include two different totals for the number of completed trips, differing by 9.3 million trips, or 6%. As a result, it is not possible to identify basic facts such as the number of completed TNC trips that occurred in California in the 2020 reporting year.

Many reporting requirements are not clearly defined, preventing effective regulatory oversight. For some types of data – such as collisions, DUI complaints, law enforcement citations, and accessibility data, the CPUC provides examples but not requirements

about how to report the data. As a result, the companies report this data differently, preventing effective regulatory oversight.

Due to more extensive redactions in the 2021 Annual Reports, a less extensive evaluation of consistency is possible. However, where consistency can be evaluated, inconsistencies are reduced in some instances. For example, Uber's number of completed trips in the Requests Accepted and Aggregated Requests Accepted in their 2021 Annual Reports are perfectly consistent, and Lyft's number of completed trips in these reports are nearly perfect, differing by 0.004%.

GENERAL CHARACTERISTICS

TNC trips are highly concentrated in a few urban areas. TNCs and ride-hail trips are an urban, not a statewide, transportation issue, as shown in Figure 1.

Nearly two-thirds of TNC trips are in San Francisco, Los Angeles, and San Diego counties. Within these counties, trips are most highly concentrated in just a few areas: San Francisco's downtown core, Los Angeles' Westside, and at the San Diego airport, respectively.

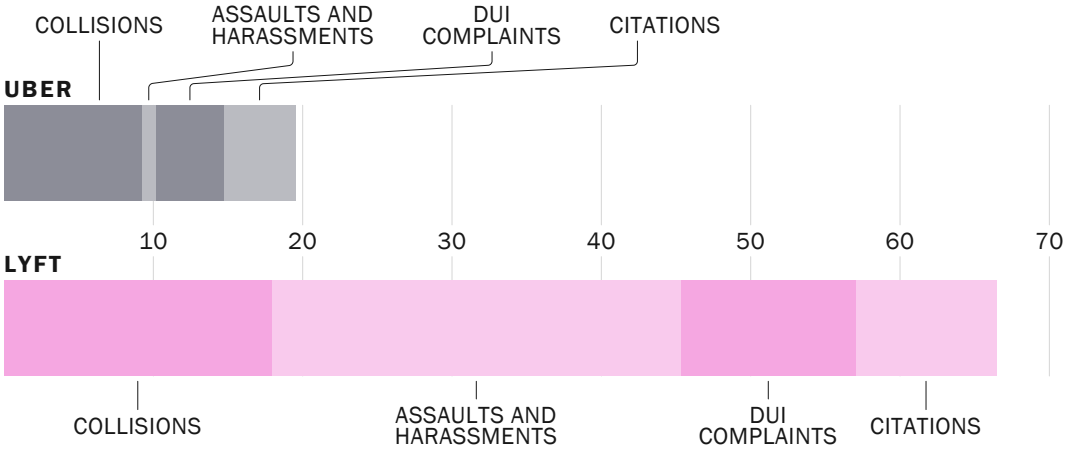
San Francisco has 500 times more TNC trips per square mile than the rest of California.

Figure 1. Trip Density by Zip Code from September 2019 to August 2020

PUBLIC SAFETY

Lyft reports 3 times more total public safety incidents per trip than Uber, and 30 times more assaults and harassments per trip. Figure 2 shows the incident rate per hundred thousand trips and suggests that the companies may be reporting public safety incidents differently, pointing to the need for increased review by regulators.

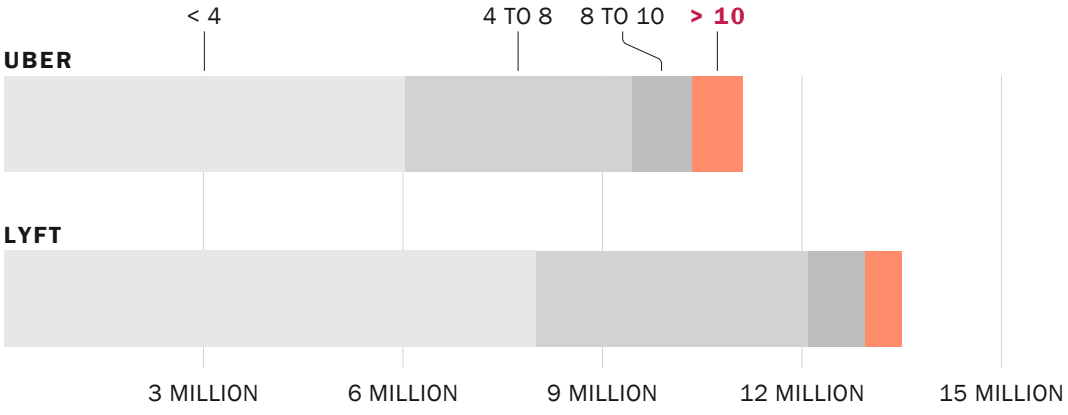
Figure 2. Incidents per 100,000 trips from September 2019 to August 2020



LABOR

Uber and Lyft drivers may violate legal drive-time limits. California law limits drivers providing passenger transportation to "10 hours in any 24-hour period unless 8 consecutive hours off duty have elapsed." The Annual Reports include 1.3 million days during which drivers drove more than 10 hours. While this report alone cannot confirm that a drive-time violation has occurred, the reports do not account for additional factors like drivers who may be in violation due to driving for both services, or whose shifts straddle 2 or more calendar days. No public enforcement actions have been taken regarding possible violations of legal drive-time limits.

Figure 3. Driver Days by Hours Worked from September 2019 to August 2020



ENVIRONMENT

Lyft's redacted reports prevent environmental oversight. Lyft's annual report withholds key data items necessary to estimate emissions: vehicle miles traveled (VMT), geographic trip origin and destination data, and vehicle make, model, and year.

Uber produced 494,000 metrics tons of CO_2 in reporting year 2020, based on a Transportation Authority estimate. Almost 30% of those emissions occurred with no passengers in the vehicle. This is comparable to the CO_2 emitted by the 2020 Caldwell Fire in northern California, which burned 81,000 acres.

ACCESSIBILITY

Less than half of all Wheelchair Access Vehicle (WAV) trip requests are served. Under the TNC Access for All Act (Senate Bill No. 1376), the CPUC established a program where TNCs collect a fee from riders for every TNC each trip, which is then used to subsidize on-demand transportation for persons with disabilities, including wheelchair users who need a WAV. But even with this additional financial support, less than half of WAV trip requests are fulfilled.

Uber provides nearly all TNC WAV trips in California. Uber provided 16 times as many WAV trips as Lyft.

	UBER	LYFT	TOTAL
WAV Requests	217,935	11,605	229,540
Completed WAV Trips	101,594	6,158	107,752
Completion Rate	47%	53%	47%

Conclusions

The 2020 public TNC Annual Reports reveal numerous issues related to basic compliance with data reporting requirements, and the integrity of the data itself. At the most basic level, Lyft's 2020 Public Annual Reports are incomplete according to the rules adopted by the CPUC: 8 of their 19 public reports are missing required data fields, and 64% of all Lyft's required public data items are missing. By contrast, Uber's 2020 Public Annual Reports contain all but one of the required public fields. This suggests that reporting rules are applied or enforced inconsistently.

The data contained within the 2020 TNC Public Annual Reports is often self-contradictory and internally inconsistent. For example, Uber's total number of trips differs by more than 9 million from one report to the next, while Lyft's differs by nearly 50 million trips. In some cases, the data submitted is erroneous or unreasonable: Lyft's

reports indicate that it accepted 100% of trip requests received across vast swaths of California. These issues are exacerbated by, if not directly caused by, data reporting requirements that are, at times, unclear; lack of quality assurance or enforcement of quality standards; and application of confidentiality standards that are not consistent with the CPUC's orders.

The lack of accurate, timely and transparent data has left localities without necessary information to support a basic understanding of TNC operations in their jurisdictions or their potential impacts. Timely and accurate data is fundamental to developing sensible public policy and to identify where it is appropriate to seek improved oversight. The pervasive data quality issues suggest the need for quality control, greater adherence to CPUC direction regarding disclosure of data, and enforcement of reporting requirements.

TNCs operate almost exclusively in dense urban areas and during the busiest times of day, where they have been shown to exacerbate congestion and reduce transit ridership. As the reports show, there may be public safety risks, environmental harm, and issues of equitable access to TNC services. California cities, which have no regulatory authority over TNCs, rely on the CPUC to manage impacts, enforce regulations, and provide relevant, timely, thorough, and quality data to support the effective development of informed public policy. Cities face similar regulatory reliance on CPUC regarding AV passenger services. CPUC's public AV reports are following a similar pattern to the public TNC reports of redacted data. Timely, thorough, quality data reporting is essential to effective research and policy-making for both TNC and AV ride-hail passenger services, and effective regulation is critical as these new services become more widely available.

CHAPTER 1

Introduction and purpose

Transportation Network Companies (TNCs) such as Uber and Lyft began providing on-demand, app-based transportation ride-hail services in California in 2009. In 2012, the California Public Utilities Commission (CPUC) began formally regulating TNCs in the state. The CPUC develops regulations through public rulemaking proceedings, and implements regulations through its Consumer Protection and Enforcement Division (CPED).

Since 2014, TNCs operating in California have been required to submit annual reports to the CPUC. These TNC Annual Reports contain information about a wide range of topics, including, but not limited to, trip requests and completions, collisions and incidents, assaults and harassment, and miles and hours driven.

This information is of great interest to cities like San Francisco where TNCs operate. While TNCs can argue for confidential treatment of specific data required to be submitted in their Annual Reports, the CPUC has designated the TNC Annual Reports from 2020 onward as presumptively public, and a proposed decision would make all past reports public.

In February 2022, the San Francisco County Transportation Authority ("Transportation Authority") requested the 2020 public TNC Annual Reports for Uber and Lyft from the CPUC.[1] The CPUC treated the request as a Public Records Act (PRA) request, and provided the reports later that month. These reports cover the period from September 2019 to August 2020 and are highly redacted. Subsequently, in October 2022, the CPUC published substantially redacted versions of the 2021 public TNC Annual Reports.[2] Of these reports, only Uber's 2020 public TNC Annual Reports satisfy the CPUC's reporting requirements, while the others were redacted to remove public data. When the CPUC releases the 2021 public TNC Annual Reports consistent with its confidentiality determinations, the Transportation Authority will produce a follow-up report documenting findings.

> Following the rapid rise of ride-hailing and other private mobility services, San Francisco transportation agencies adopted 10 Guiding Principles to serve as a framework for evaluating emerging mobility services and technologies and promote their deployment toward the achievement of city goals, including San Francisco's Transit-First and Vision Zero policies, and climate and equity objectives. Key among these is the principle of Accountability:
>
> "Emerging Mobility Services and Technologies providers must share relevant data so that the City and the public can effectively evaluate the services' benefits to and impacts on the transportation system and determine whether the services reflect the goals of San Francisco."

The CPUC also regulates the nascent autonomous vehicle (AV) passenger service industry. The CPUC develops AV regulations in the very same proceedings as TNC regulations, and likewise implements them through the CPED. AV passenger services are like TNCs in more ways than not, but with the important distinction that they plan

1 As detailed below in Chapter 1, Section V, the CPUC has granted confidential treatment over limited data required to be submitted in the TNC's Annual Reports. Use of the term "public TNC Annual Report" is meant to refer to the portions of the full TNC Annual Reports that the CPUC has deemed to be public and not subject to confidentiality redactions.

2 CPUC. https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies/tnc-data-portal

to, and in some cases already do, use self-driving cars without any human safety driver. AV passenger service companies submit quarterly reports which, by contrast, are routinely published by the CPUC, but similar to the public TNC Annual Reports, are heavily redacted.

The purpose of this document is to provide information on TNC activity in San Francisco and throughout California as summarized from the CPUC's 2020 public TNC Annual Reports. The report is intended to inform the Transportation Authority Board, as well as state and local policy-makers in other arenas, and the general public, on general characteristics of the TNC market (how many, when, and where are trips happening?), and on performance of TNCs in terms of public safety, labor, environment, and accessibility.

This document examines the 2020 public TNC Annual Reports to present findings organized into topic areas:

- Reporting Compliance and Integrity
- General Characteristics
- Public Safety
- Labor
- Environment
- Accessibility

Each section describes the public interest in TNC activities in that area, the CPUC's role in providing oversight, and what the 2020 public TNC Annual Reports tell us about TNCs. Note that Lyft's 2020 public Annual Reports are substantially incomplete, which is discussed in detail in Section 2.

In 2019, San Francisco voters approved Proposition D, which imposes a tax on all ride-hail trips originating in San Francisco, revenue from which started to be collected in 2020. The Prop D revenue trends have been highly variable prompting the Transportation Authority to explore ways to validate Prop D revenues, including by analyzing the CPUC's public TNC Annual Reports.

1.1. What are TNCs?

TNCs are companies that provide on-demand passenger service through a web-enabled platform. Uber and Lyft are the most well-known TNCs and collectively provide almost all TNC service in California. These services provide taxi-like point-to-point transportation, which is primarily provided in TNC drivers' personal vehicles. TNCs rapidly grew into a popular transportation option likely due to the conveniences that TNCs initially provided including point-to-point service, ease of booking and paying for rides, shorter wait times, generally lower fares (relative to taxis), and real-time communication with drivers. However, due to their widespread adoption in urban areas, TNCs have been shown to increase congestion and emissions by shifting trips from walking, biking, and transit to private vehicles, by adding zero-occupancy "deadheading" mileage in between passenger trips, and by blocking travel lanes for pickups and drop-offs.[1] They have also been shown to decrease transit ridership in these areas.[2]

1.2. Who regulates TNCs in California?

In California, TNCs are generally regulated by the CPUC, pursuant to the Passenger Charter-party Carriers' Act, PU Code § 5351. TNCs operate under different regulatory constraints, oversight, and enforcement than taxis, which are regulated at the local level and are often subject to limits on fleet size and pricing, safety requirements, and are required to serve all types of passengers. TNCs are required to comply with insurance requirements, regulations on the transportation of minors, and to conduct criminal background checks on drivers. TNCs are required to have a driver training program, an accessibility plan, a zero-tolerance policy, and a plan for avoiding a divide between able and disabled communities. TNCs are required to submit annual reports to the CPUC, and the CPUC may require additional reports or plans to be filed at its discretion. Reporting requirements are discussed in detail in the following section.

1 Erhardt. Do TNCs Decrease or Increase Congestion? Science Advances. Vol 5, Issue 5. May 8, 2019. https://doi.org/10.1126/sciadv.aau2670

2 Graehler. Understanding the Recent Transit Ridership Decline in Major US Cities: Service Cuts or Emerging Modes? 2019. 98th Annual Meeting of the Transportation Research Board. https://trid.trb.org/view/1572517; Erhardt. Transportation Network Companies Increase or Decrease Transit Ridership? Empirical evidence from San Francisco. 2021. https://doi.org/10.1007/s11116-021-10178-4

1.3. What are the 2020 TNC reporting requirements?

The 2020 TNC Annual Reports are a collection of individual reports submitted to the CPUC by each TNC operating in California. The 2020 public TNC Annual Reports are the portions of the full 2020 TNC Annual Reports that the CPUC designates public. Table 1 lists the required 2020 TNC Annual Reports and identifies whether they are confidential, public, or partly public. There are 20 individual reports, of which the CPUC has designated 19 either completely or partially public (some items within the reports are confidential and may be redacted). Two reports include "Confidential" in their name for legacy reasons but are, in fact, public. The document *Driver Names & IDs* is the sole report designated entirely confidential as it contains personal information of drivers.

Table 1. Confidentiality Determination of the 2020 TNC Annual Reports

REPORT NAME	CONFIDENTIALITY DETERMINATION
Driver Names & IDs	Confidential
Accessibility Report (Confidential)	Public
Accessibility Report (Public)	Public
Accessibility Complaints (Confidential)	Partially public
Accessibility Complaints (Pub)	Public
Accidents & Incidents	Partially public
Assaults & Harassments	Partially public
50,000+ Miles	Partially public
Number of Hours	Partially public
Number of Miles	Partially public
Driver Training	Public
Law Enforcement Citations	Partially public
Off-platform Solicitation	Partially public
Aggregated Requests Accepted	Public
Requests Accepted	Partially public
Aggregated Requests Not Accepted	Public
Requests Not Accepted	Partially public
Suspended Drivers	Partially public
Total Violations & Incidents	Public
Zero Tolerance	Partially public

1.4. How did the CPUC arrive at these reporting requirements?

The CPUC develops TNC regulations through a quasi-legislative public rulemaking proceeding. The CPUC's Rulemaking R12-12-011 is the primary TNC proceeding and is charged with developing regulations in the areas of safety, ride sharing between multiple passengers, transportation access (including access to public highways and to transportation services using public highways), and insurance.[1] Major decisions related to data reporting, confidential treatment of data, and public sharing of data are summarized in Appendix A. Annual reporting requirements were first established by Decision 13-09-045 (D. 13-09-045) in 2013, which include:

- Detailed trip data
- Public safety incidents
- Driver mileage
- Driver hours

D. 13-09-045 also required TNCs to submit plans to ensure accessible TNC service to disabled communities.

Decision 16-04-041, issued in 2016, expanded the annual data reporting to include:

- a report on vehicles that were driven over 50,000 miles in a year
- a report on incidents arising from fare-splitting (or "pooling")[2] services
- a report on how fare-splitting operations have impacted the environment
- a report on the effect of fare-splitting operations on traffic-related injuries
- a report documenting drivers suspended for public safety reasons, including violation of zero-tolerance policy, assaulting a passenger or member of the public, harassing a passenger or member of the public, or soliciting business without the TNC app platform

The annual report templates include a report for vehicles driven over 50,000 miles in a year, and reports on public safety incidents and related driver suspensions, but do not include any reports on the effects of fare-splitting on public safety, traffic injuries, or the environment.

1 Order Instituting Rulemaking on Regulations Relating to Passenger Carriers, Ridesharing, and New Online-Enabled Transportation Services, R.12-12-011, issued December 27, 2012.

2 "Fare-slitting" and "pooling" are synonyms which refer to passengers that agree to share all or part of their trip with another paying customer who has also agreed to the same, regardless of whether the separate paying passengers are ultimately matched together resulting in a shared ride.

The 2016 decision also imposed several one-time reporting requirements that TNCs must submit:

- waybills to document the calculation of fares for fare-splitting services
- a plan for studying the impacts of fare-splitting services on traffic safety
- a plan for studying the impacts of fare-splitting services on the environment
- a plan for studying the impacts of TNC vehicles on traffic congestion and VMT

The CPUC has not shared the annual reports required by D. 13-09-045 and D. 16-04-041 publicly to date, with the exception of the incomplete and heavily redacted 2020 public TNC Annual Reports released to the Transportation Authority in response to our request, and the even further redacted 2021 public TNC Annual Reports. The record indicates Uber submitted documentation of their fare-splitting calculations, but not any other one-time requirements, pursuant to D. 16-04-041. The record does not indicate that other companies submitted any of the D. 16-04-041 one-time requirements.

While the rulemaking track identifies the categories of data required of TNC Annual Reports, CPUC CPED staff develop report templates and reporting guidance. CPED staff have revised report templates and guidance over time both with and without general public noticing.

1.5. How did the CPUC determine what is confidential vs public data?

The CPUC rulemaking R12-12-011 also establishes what data is confidential and what data is public. D. 13-09-045 established a presumption of confidentiality, which was reversed by D. 20-03-014. Reports filed before 2020 were presumed confidential, while reports filed in 2020 and after are presumed public. Under D. 20-03-014, a TNC must request confidential treatment of certain data items in their annual reports, and substantiate their requests with "granular specificity".

Both Uber and Lyft submitted motions with sweeping requests for confidential treatment of their 2020 TNC Annual Reports. The CPUC's Administrative Law Judge has ruled in favor of public disclosure of the reports, while respecting the need to prevent the disclosure of potentially personally identifiable information.[1,2] The 2020

1 Motion of Uber Technologies, Inc. for Leave to File Confidential Information Under Seal; [Proposed] Order. CPUC Rulemaking R12-12-011. Filed 6/22/2020.

2 Motion of Lyft, Inc. for Confidential Treatment of Certain Information in Its 2020 Annual Report. CPUC Rulemaking R12-12-011. Filed 6/22/2020.

Confidentiality Ruling granted confidential treatment to data items relating to driver information, precise latitude and longitude, certain information about assaults and harassments, and information that is sealed under a court order or protected through a confidentiality agreement, but rejected confidential treatment of the majority of data items, finding no merit in the claims of disclosure of personal information or of trade secrets.[1] The Commission also found "significant difficulties and delays in obtaining TNCs' annual report data based upon broad-brush-style or rushed confidentiality claims," and that "TNCs' failures to timely comply with the annual reporting requirements have delayed the expeditious review of TNC data and the production of nonconfidential data to the public."[2]

The CPUC has twice upheld its 2020 Confidentiality Ruling directing the public release of the 2020 public TNC Annual Reports in response to repeated appeals by Lyft.[3,4] However, the CPUC has yet to release any TNC Public Annual Reports that fully comply with the Administrative Law Judge's confidentiality rulings (i.e. reports which fully provide the data categories deemed public by the Commission and which only redact categories of data deemed confidential). The Commission's latest decision denying Lyft's appeal of the 2020 Confidentiality Ruling directed Lyft to submit to the CPUC a full public version of their 2020 Annual Report before the end of March 2023. The Transportation Authority has not yet received the re-submitted version of the Lyft's 2020 Public TNC Annual Report. It's possible that data missing or redacted from Lyft's 2020 Public TNC Report was removed pending final dispensation of Lyft's confidentiality challenges.

1 "2020 Confidentiality Ruling". Assigned Administrative Law Judge's Ruling on Uber Technologies, Inc.'s and Lyft's Motion for Confidential Treatment of Certain Information in Their 2020 Annual Reports. CPUC Rulemaking R12-12-011. 12/21/2020.

2 Decision 21-06-023, page 26. CPUC Rulemaking R12-12-011. 6/3/2021.

3 Decision 22-05-003. CPUC Rulemaking R12-12-011. 5/5/2022.

4 Decision 23-02-041. CPUC Rulemaking R12-12-011. 2/23/2023.

CHAPTER 2

Reporting Compliance & Integrity

Data reporting compliance and integrity is a prerequisite for effective analysis to guide the development of public policy and enforce regulations. This section examines the 2020 public TNC Annual Reports for compliance with reporting requirements and data integrity (meaning that the data is logical and internally consistent).

2.1. Are TNCs submitting the required reports?

Both companies filed the required 2020 TNC Annual Reports. In February 2022, the Transportation Authority requested 2020 public TNC Annual Reports for Uber and Lyft from the CPUC. The CPUC treated the request as a Public Records Act (PRA) request and provided the reports later that month.

2.2. Are the reports complete?

CPUC Staff prepared the 2020 public TNC Annual Reports, including its redactions.[1] A report is considered complete if all of the fields designated as public are present and not redacted.[2] Table 2 shows the percent completeness of each report by each company, as measured by the percent of required public fields and records that are present and unredacted. Uber's 2020 public TNC Annual Reports are complete, with the exception of one redacted field in the *Accidents & Incidents* report. Lyft's 2020 Annual Reports are not complete.

Table 2. 2020 Public TNC Annual Report Completeness of Required Public Fields

REPORT NAME	UBER	LYFT
Driver Names & IDs	Withheld	Withheld
Accessibility Report (Confidential)	100%	100%
Accessibility Report (Public)	100%	100%
Accessibility Complaints (Confidential)	100%	100%
Accessibility Complaints (Pub)	100%	100%
Accidents & Incidents	95%	87%
Assaults & Harassments	100%	79%
50,000+ Miles	100%	57%
Number of Hours	100%	100%
Number of Miles	100%	100%
Driver Training	100%	100%
Law Enforcement Citations	100%	81%
Off-platform Solicitation	100%	80%
Aggregated Requests Accepted	100%	100%
Requests Accepted	100%	26%
Aggregated Requests Not Accepted	100%	100%
Requests Not Accepted	100%	38%
Suspended Drivers	100%	100%
Total Violations & Incidents	100%	100%
Zero Tolerance	100%	82%

Note: The percentages denote the share of required public fields that are present and unredacted in the public annual reports.

1 Confirmed by email from CPUC staff dated 3/29/2023.

2 CPUC staff redacted data from the 2020 TNC Public Annual Reports by deleting entire columns of data. The following year's reports were redacted by replacing the contents with "REDACTED".

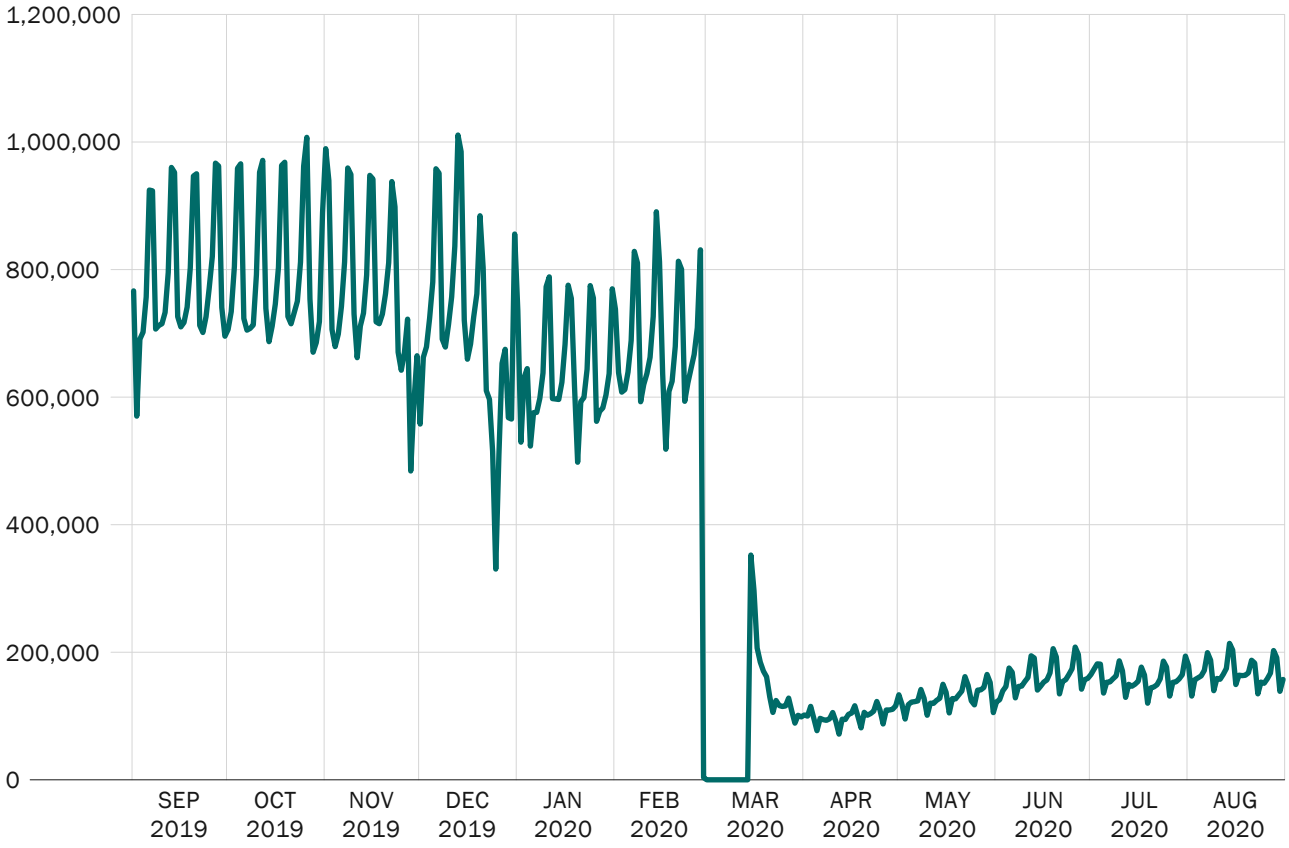
CPUC staff prepared the 2020 public TNC Annual Reports from the original reports provided by the companies. It is not clear whether Lyft's original reports, like the public versions, are substantially incomplete. Among the redacted data are trip date, time and location, VMT data, fares, and vehicle make, model and year. Both Uber and Lyft's reports, in some cases, include required data fields but the data itself is blank, including trip occupancy.

Complete data is important to summarize and support evaluation of the industry's activities:

- Date and time information can be used to evaluate whether trips are taking place during the most congested times of day or whether they are providing late night or weekend service when transit runs less frequently.
- Location information can be used to evaluate whether TNCs are driving in the busiest parts of cities or near regional transit hubs.
- VMT information, combined with time and location can be used to analyze how TNCs may be contributing to congestion.
- VMT information when paired with vehicle make, model, and year can be used to evaluate emissions.
- Trip occupancy can be used to evaluate the number of passengers transported per vehicle (a measure of efficiency) and TNC's compliance with the CO_2 per-passenger-mile requirements of the Clean Miles Standard.
- The missing data from Lyft's reports prevents these analyses for Lyft and for the industry as a whole. See Appendix B: Report Completeness Inventory for detailed accounting of each report's completeness.

A closer look at the data can reveal other issues. For example, Figure 4 shows the daily total number of completed trips from Uber's *Requests Accepted* report, revealing that the first two weeks of March 2020 are missing. This two-week period does not correspond with local COVID Shelter-in-Place (SIP) orders, which went into effect the week following the missing data. It is unclear whether any other Uber reports are also missing data from these two weeks. The redactions and omissions in Lyft's incomplete *Requests Accepted* report hides these kinds of gaps and irregularities, hampering analysis and hindering regulatory oversight.

Figure 4. Uber Trips by Date from September 2019 to August 2020



The 2021 public TNC Annual Reports, available on the CPUC website since October 2022, are even more heavily redacted. Table 3 compares the overall completeness of Uber's and Lyft's 2020 and 2021 public TNC Annual Reports, as measured by the percent of required public fields and records that are present and unredacted. Lyft's 2020 and 2021 reports were both heavily redacted, but while Uber's 2020 reports were nearly complete, their 2021 reports were redacted similarly to Lyft's. When the CPUC releases the 2021 public TNC Annual Reports with only properly reacted data, the Transportation Authority will produce a follow-up report documenting findings.

Table 3. Comparison of Completeness of the 2020 and 2021 Public TNC Annual Reports

	2020	2021
Uber	> 99.99%	28%
Lyft	36%	30%

2.3. Is the data reported internally consistent?

Internal consistency means that the data in one part of a company's reports does not contradict data in another part. Contradictory or internally inconsistent data prevents monitoring and evaluation, informed policy-making, and effective regulatory oversight. For a subset of metrics, the TNC Annual Reports contain multiple sources of information from different reports, and each company's reports should produce consistent metrics across all the sources. This section evaluates the internal consistency of the following metrics reported or derived from the 2020 public TNC Annual Reports. These are the most basic descriptors of TNC activity.

- Trip requests
- Completed trips
- Incomplete trip requests
- Vehicle miles traveled (VMT)
- Driver days
- Driver hours

TOTAL TRIP REQUESTS

The total number of trip requests is a measure of TNC demand. It can be calculated 3 ways using data found in 5 reports:

1. By adding the counts of the number of records in the *Requests Accepted* and *Requests Not Accepted* reports,
2. By adding the number of requests in the *Aggregated Requests Accepted* and *Aggregated Requests Not Accepted* report, and
3. By adding the total trip requests in the *Accessibility Report (Confidential)*.[1]

Table 4 and Table 5 show total trip requests by source. In the 2020 public TNC Annual Reports, Uber's reported trip requests are internally inconsistent, differing by nearly 20 million trips, or 12%. Lyft's reported trip requests are also internally inconsistent, differing by almost 50 million, or 75%. Lyft's internal inconsistencies are up to 13 times greater than Uber's internal inconsistencies.

1 Despite the term "Confidential" in the name of this report, it is designated as public per the 2020 Confidentiality Ruling.

Table 4. Total Uber Trip Requests in the 2020 Public TNC Annual Reports

SOURCE	TRIP REQUESTS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*, *Requests Not Accepted*)	160,849,005	-	-
Aggregate by zip code (from *Aggregated Requests Accepted*, *Aggregated Requests Not Accepted*)	170,145,612	9,296,607	6%
Aggregate by month (from *Accessibility Report*)	180,483,335	19,634,330	12%

Table 5. Total Lyft Trip Requests in the 2020 Public TNC Annual Reports

SOURCE	TRIP REQUESTS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*)	66,292,592	-	-
Aggregate by zip code (from *Aggregated Requests Accepted*)	116,006,968	49,714,376	75%
Aggregate by month (from *Accessibility Report*)	90,937,292	24,644,700	37%

COMPLETED TRIPS

Completed trips are a measure of total travel and can be used to evaluate a company's share of the TNC market and the TNC share of the total travel market. It is the most basic statistic describing TNC services provided. Completed trips are reported in the Requests Accepted report as a list where each record represents a completed trip, and in the Aggregated Requests Accepted report which contains annual completed trip totals for the reporting period by zip code.[1]

Table 6 and Table 7 show the number of completed trips reported by Uber and Lyft in each report. Uber's reported completed trips are internally inconsistent, differing by 9.3 million, or 6%. Lyft's reported completed trips are also

1 It is not clear whether the number of trips ("TotalAcceptedTrips") in Aggregated Requests Accepted refers to person-trips or requests. Because the report name implies requests, we treat them as such. By contrast, each record in Requests Accepted is clearly a request, and the party size is designated by ("VehicleOccupancy").

The Traffic Congestion Mitigation Tax is a tax on all ride-hail trips originating in San Francisco, which began collections in 2020. San Francisco's revenues from the tax have been highly irregular. Redactions of fare data in the TNC Annual Reports prevent independent validation of tax revenues, and the inconsistencies in the 2020 Annual Reports documented in this report raise questions about whether the 2020 TNC Annual Report data would be sufficient for independent validation even if fare data weren't redacted. However, consistent, unredacted data from the TNC Annual Reports would support independent validation of tax revenues.

internally inconsistent, differing by 49.7 million, or 81%. Lyft's internal inconsistencies are 14 times greater than Uber's internal inconsistencies.

Table 6. Uber Completed Trips in the 2020 Public TNC Annual Reports

SOURCE	COMPLETED TRIPS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*)	157,167,691	-	-
Aggregated by zip code (from *Aggregated Requests Accepted*)	166,464,298	9,296,607	6%

Table 7. Lyft Completed Trips in the 2020 Public TNC Annual Reports

SOURCE	COMPLETED TRIPS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*)	61,072,046	-	-
Aggregated by zip code (from *Aggregated Requests Accepted*)	110,786,422	49,714,376	81%

INCOMPLETE TRIP REQUESTS

Incomplete trip requests are a measure of unserved demand and can be used to calculate completion rates. Incomplete trip requests are reported in *Requests Not Accepted* as a list and in *Aggregated Requests Not Accepted* as annual totals aggregated by zip code.

Table 8 and Table 9 show the total requests that were not accepted reported by Uber and Lyft in each report. Uber's incomplete trip requests are internally consistent (numbers match exactly) in each report. Lyft's incomplete trip requests are internally consistent in each report.

Table 8. Uber Total Incomplete Trip Requests in the 2020 Public TNC Annual Reports

SOURCE	INCOMPLETE TRIP REQUESTS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Not Accepted*)	3,681,314	-	-
Aggregate by zip code (from *Aggregated Requests Not Accepted*)	3,681,314	0	0%

Table 9. Lyft Total Incomplete Trip Requests in the 2020 Public TNC Annual Reports

SOURCE	INCOMPLETE TRIP REQUESTS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from Requests Not Accepted)	5,220,546	-	-
Aggregate by zip code (from Aggregated Requests Not Accepted)	5,220,546	0	0%

VEHICLE MILES TRAVELED (VMT)

VMT is a measure of the total amount of travel. It is used in many system performance metrics, including in environmental analysis to calculate emissions, and is a key indicator of demand and congestion. It is reported by trip in *Requests Accepted* and aggregated by driver-day in *Number of Miles*.[1]

Table 10 and Table 11 show VMT reported by Uber and Lyft in each report. Uber's reported VMT is internally inconsistent, differing by nearly 1 billion VMT, or 59%. Lyft's *Requests Accepted* report is incomplete and cannot be assessed for consistency of reported VMT.

Table 10. Uber VMT in the 2020 Public TNC Annual Reports

SOURCE	VMT	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*)	1,624,860,871	-	-
Aggregate by driver day (from *Number of Miles*)	662,247,794	-962,613,077	-59%

Table 11. Lyft VMT in the 2020 Public TNC Annual Reports

SOURCE	VMT	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list (from *Requests Accepted*)	Missing	-	-
Aggregate by driver day (from *Number of Miles*)	1,082,681,881	Unknown	Unknown

DRIVER DAYS

Driver days are used to measure labor conditions and can be used to evaluate compliance with labor laws. Each record in the *Number of Miles* and the *Number of Hours* reports represents a driver day.

1 TNC service is defined in three phases: phase 1 is when a driver has not accepted a ride, phase 2 is when a driver has accepted a ride, and is en-route to pickup the passenger(s), and phase 3 is when the passenger is in the vehicle (i.e., the trip).

Table 12 and Table 13 show the total driver days reported by Uber and Lyft in each report. Uber's reported driver days are internally inconsistent, differing by 1.4 million, or 15%. Lyft's reported driver days are also internally inconsistent, differing by 100,000, or 1%. Uber's internal inconsistency is 22 times higher than Lyft's.

Table 12. Uber Driver Days in the 2020 Public TNC Annual Reports

SOURCE	DRIVER DAYS	DIFFERENCE	PERCENT DIFFERENCE
Aggregate by driver day (from *Number of Miles*)	9,666,788	-	-
Aggregate by driver day (from *Number of Hours*)	11,112,666	1,445,878	15%

Table 13. Lyft Driver Days in the 2020 Public TNC Annual Reports

SOURCE	DRIVER DAYS	DIFFERENCE	PERCENT DIFFERENCE
Aggregate by driver day (from *Number of Miles*)	13,602,436	-	-
Aggregate by driver day (from *Number of Hours*)	13,509,188	-93,248	1%

DRIVER HOURS

Driver hours are also used to measure labor conditions and can support evaluation of compliance with labor laws. *Number of Miles* reports total driver hours by driver day. Driver hours by trip for Period 2 (when a driver is en-route to pick up a passenger) and Period 3 (when the passenger is in the vehicle) can be derived from the *Requests Accepted* reports, but Period 1 (when a driver is waiting for a ride request) cannot be derived. Therefore, the total of Period 2 and Period 3 hours in *Requests Accepted* should be strictly less than the total hours in *Number of Hours*.

Table 14 and Table 15 show driver hours reported by Uber and Lyft in each report. Uber's *Requests Accepted*, which only includes hours for Periods 2 and 3, reports 59 million driver hours, **higher** than the 47 million driver hours reported in *Number of Miles* which includes hours for Periods 1, 2 and 3. Lyft's driver hours cannot be evaluated for consistency due to redactions of date and time information from Lyft's *Requests Accepted* report.

Table 14. Uber Driver Hours in the 2020 Public TNC Annual Reports

SOURCE	DRIVER HOURS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list, P2+P3 only (from *Requests Accepted*)	58,897,421	-	-
Aggregate by driver day, P1+P2+P3 (from *Number of Hours*)	46,885,564	-12,011,857	-20%

Table 15. Lyft Driver Hours in the 2020 Public TNC Annual Reports

SOURCE	DRIVER HOURS	DIFFERENCE	PERCENT DIFFERENCE
Disaggregate trip list, P2+P3 only (from *Requests Accepted*)	Missing	-	-
Aggregate by driver day, P1+P2+P3 (from *Number of Hours*)	52,351,454	Unknown	Unknown

SUMMARY OF INTERNAL CONSISTENCY

Table 16 summarizes the internal consistency findings for the 6 metrics for which consistency was evaluated for each company. The only metric Uber and Lyft reported in an internally consistent manner was incomplete requests. Uber's reports were internally inconsistent for the remaining 5 metrics. Of the remaining metrics, Lyft's reports were internally inconsistent for 3 and could not be evaluated for 2 because the required data is missing.

Table 16. Summary of Internal Consistency of the 2020 Public TNC Annual Reports

METRIC	UBER	LYFT
Total Requests	**Inconsistent**	**Inconsistent**
Completed Trips	**Inconsistent**	**Inconsistent**
Incomplete Requests	**Consistent**	**Consistent**
VMT	**Inconsistent**	**Incomplete**
Driver Days	**Inconsistent**	**Inconsistent**
Driver Hours	**Inconsistent**	**Incomplete**

The 2020 public TNC Annual Reports for both Uber and Lyft are internally inconsistent for many of the most basic metrics. In two of the cases evaluated, Lyft's reports are incomplete and their internal consistency cannot be evaluated.

The extent and scale of these inconsistencies prevent a sound understating of the state of the industry, and hinders the development of informed policy-making and effective regulatory oversight of TNCs. For example, whether Lyft completed 61 million trips, or 110 million trips, is critical to understanding the overall TNC market size. The discrepancy of one billion VMT in Uber's Annual Reports is highly relevant for understanding California's progress in meeting emission reduction goals.

Table 17 summarizes the consistency of the 2021 public TNC Annual Reports. Due to more extensive redactions in the 2021 public Annual Reports, a less extensive evaluation of consistency is possible. However, where consistency can be evaluated, inconsistencies are reduced in some instances. For example, Uber's number of completed trips in the *Requests Accepted* and *Aggregated Requests Accepted* in their 2021 Annual Reports are perfectly consistent, and Lyft's number of completed trips in these reports are nearly perfect, differing by 0.004%. But in many cases it is not possible to assess consistency because of the increased level of redaction in the 2021 Public Annual Reports.

Table 17. Summary of Consistency of the 2021 Public TNC Annual Reports

METRIC	UBER	LYFT
Total Requests	Inconsistent	Inconsistent
Completed Trips	Consistent	Inconsistent
Unaccepted Requests	Consistent	Consistent
VMT	Incomplete	Incomplete
Driver Days	Consistent	Inconsistent
Driver Hours	Incomplete	Incomplete

CHAPTER 3

General Characteristics

The previous section evaluated the completeness and integrity of the 2020 public TNC Annual Reports, revealing extensive data quality issues. This section explores the reports, in order to identify general characteristics of TNC activity, where possible, and acknowledge limitations and uncertainty otherwise. In some places, this section reveals additional data quality issues. The 2020 public TNC Annual Reports, and the figures presented in this section, cover the period of September 2019 through August 2020.

3.1. How many TNC trips were taken?

Due to internal inconsistencies in the reports noted in the prior section, the number of TNC trips taken vary from 218 million and 277 million trips, a range of 59 million trips (27%). Table 18 shows the reported trip totals by company. Uber's reported trips range from 157 million to 166 million and Lyft's range from 61 million to 111 million; the total ranges from 218 to 277 million.

Table 18. TNC Trips from September 2019 to August 2020

REPORT	UBER	LYFT	TOTAL
Completed Trips (from *Requests Accepted*)	157,167,691	61,072,046	218,239,737
Completed Trips (from *Aggregated Requests Accepted*)	166,464,298	110,786,422	277,250,720
Difference	9,296,607	49,714,376	59,010,983
Percent Difference	6%	81%	27%

3.2. Where were TNC trips taken?

TNC trips were highly concentrated in urban areas.[1] Figure 5 shows total trips and trips per square mile by county for the 10 counties with the most TNC trips. Nearly two-thirds (64%) of all TNC trips in California occurred in just 3 counties: Los Angeles, San Francisco, and San Diego, which collectively contain only 5% of its land area. While Los Angeles has the most trips of any county, San Francisco has by far the greatest concentration of TNC trips, with nearly 500 times more TNCs per square mile than the rest of the state.

1 The total number of trips by zip code is based on the Aggregated Requests Accepted reports because Lyft's Requests Accepted report is incomplete and does not include zip codes. As noted previously, the total number of trips is not consistent across reports.

Figure 5. Total Trips and Trip Density by County for the Top 10 Counties by Number of Trips from September 2019 to August 2020

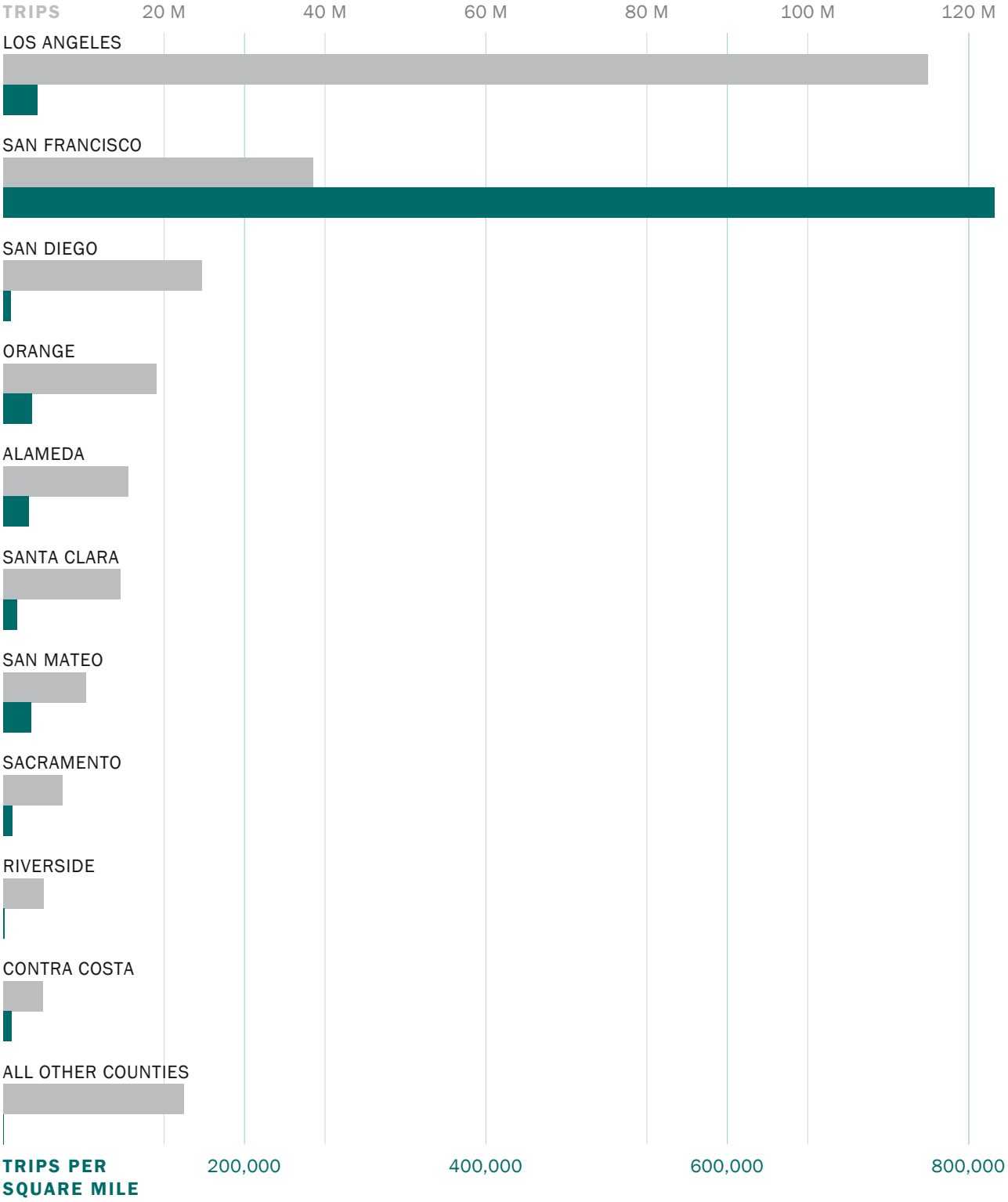


Figure 6 shows trip density by zip code tabulation area ("zip code"). It illustrates the extreme concentration of trips within a few small areas, most prominently San Francisco. Within San Francisco, trips are further concentrated within the downtown core on the city's most congested streets where the city prioritizes sustainable, space-efficient modes of travel, such as transit, bicycling and walking.

Figure 6. TNC Trip Density by Zip Code from September 2019 to August 2020

3.3. When were TNC trips taken?

This section is limited to Uber because Lyft's 2020 TNC Public Annual Reports are missing required data and time information necessary for temporal analysis.

Figure 7 shows the average Uber trips by day of week for the 6 months prior to the pandemic and the first 6 months during the pandemic. The figure shows that Uber trips steadily increased from Monday to Friday, are at their highest on Friday and Saturday, and their lowest on Sunday. It further shows that trips declined by 80% during the first 6 months of the pandemic.

Figure 7. Average Trips by Day of Week, Before and During the Pandemic, from September 2019 to August 2020

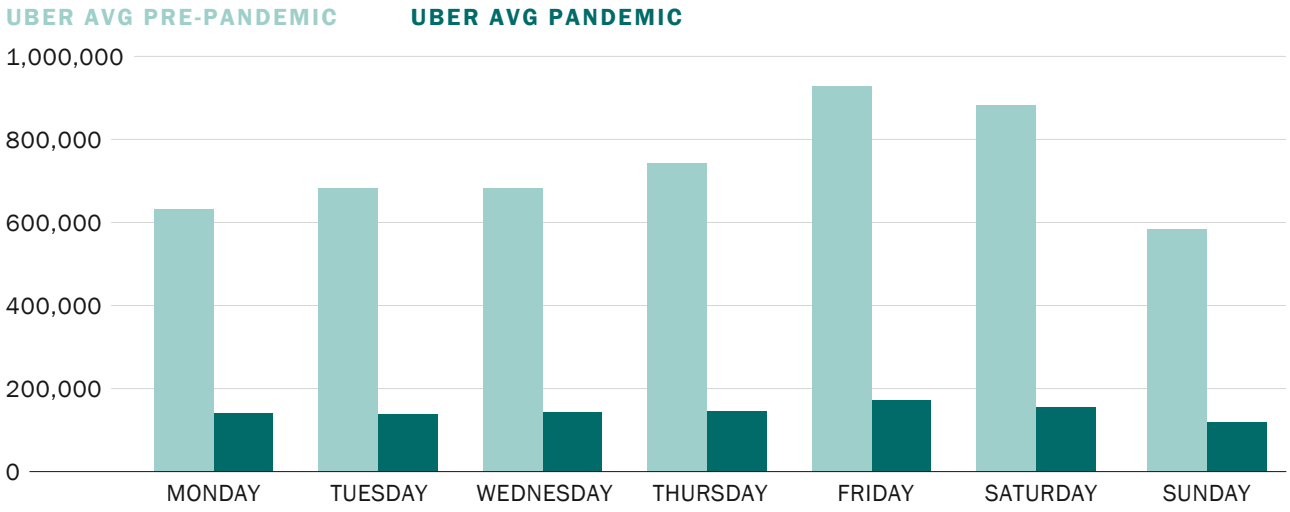
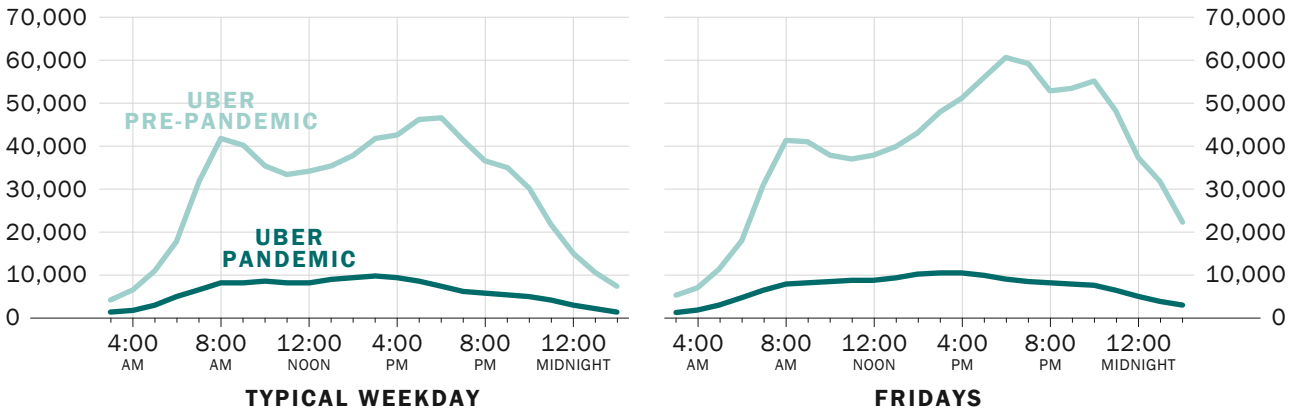


Figure 8 shows Uber trips by time of day for a typical weekday and average Friday before and during the pandemic.[1] Prior to the COVID pandemic, trips had a diurnal distribution during typical weekdays: low trip volumes during late night, peaks of activity in the morning and early evening when roadway congestion is most severe, and sustained but lower volumes throughout the midday. Fridays had a similar morning peak, but higher trips throughout the midday, a much larger evening peak, and a third late-evening peak. During the pandemic, Uber trips decreased substantially and time-of-day profiles were flatter, and peaked earlier, in the mid-afternoon.

Figure 8. Trip by Time of Day on an Average Typical Weekday and Friday, Before and During the Pandemic, from September 2019 to August 2020



1 A typical weekday is an average of non-holiday Tuesdays, Wednesdays, and Thursdays.

Uber trips take place on all days of the week and at all times of day, with a trend towards increased usage as the work week progresses. Uber usage is greatest during traditional AM peak and PM peak hours, extending into the evening. Due to Lyft's incomplete 2020 public TNC Annual Reports, Lyft's trips by day of week and by time of day are not known.

3.4. How many miles did TNCs drive?

VMT is a measure of the total amount of travel. It is used in environmental analysis to calculate emissions and is a key indicator of driving demand.

Table 19 shows the VMT reported by each company. Uber's reported VMT ranges from 662 million to 1.6 billion, a difference of 960 million. The CPUC redacted VMT data from *Requests Accepted* and reported 1.1 billion VMT in *Number of Miles*. Fleetwide VMT is unknown due to internal inconsistencies and data redacted from Lyft's reports. Fleetwide VMT could range between 1.7 billion and 2.7 billion, or even exceed these figures.

Table 19. Total VMT from September 2019 to August 2020

COMPANY	UBER	LYFT	TOTAL
VMT (from *Requests Accepted*)	1,624,860,871	Missing	Unknown
VMT (from *Number of Miles*)	662,247,794	1,082,681,881	1,744,929,675
Difference	-962,613,077	Unknown	Unknown
Percent Difference	-59%	Unknown	Unknown
Minimum VMT	662,247,794	1,082,681,881	1,744,929,675
Maximum VMT	1,624,860,871	1,082,681,881	2,707,542,752

3.5. How many total hours of service does each TNC provide?

Total hours of service is a measure of the service provided, and when compared with completed trips or VMT can give insights into service efficiency. The number of hours worked are reported for each driver on each day worked by that driver in the *Number of Hours* report.

Table 20 shows the total and share of driver hours reported by each company. Uber reports 46.9 million hours and Lyft reports 52.4 million hours. Uber reported 47% of the total hours, which is much lower than their share of trips presented in Chapter 3 where, depending on the report, Uber's share of trips could be as low as 60% or as high as 72%. This could either mean that Lyft drivers log many more hours for each trip they provided, effectively parked or driving empty more of the time than Uber, or Uber and Lyft are not reporting trips or hours the same way.

Table 20. Total Driver Hours from September 2019 to August 2020

	UBER	LYFT	TOTAL
Total Hours	46,885,564	52,351,454	99,237,018
Share of Total Hours	47%	53%	100%

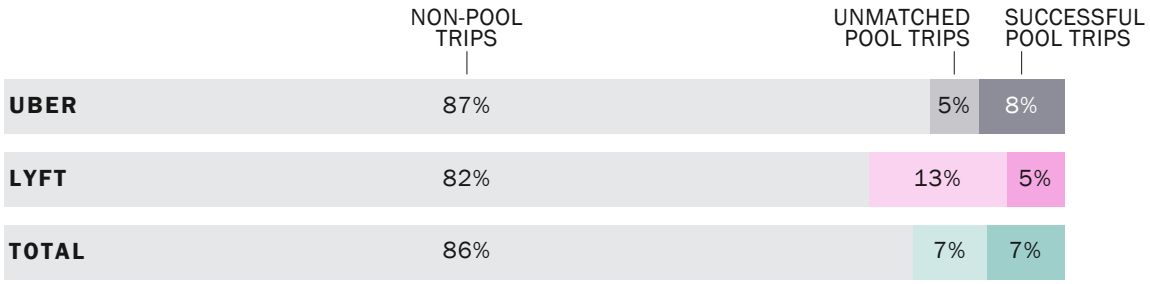
3.6. How many TNC trips are "pooled"?

A "pooled" TNC trip is a trip when a passenger indicates they are willing to share a ride with another passenger in exchange for a reduced cost. A pooled trip is "matched" when two or more passenger requests are put into a single driver itinerary that results in the passengers sharing some portion of their trip. In theory, if pooling led to sufficiently high vehicle occupancy rates, it could reduce VMT enough to compensate for the increased VMT due to TNC deadheading and due to shifts to TNCs from lower VMT modes such as transit, biking, and walking.

Figure 9 compares shares of pooled trips out of all completed trips, based on the *Requests Accepted* and *Requests Not Accepted* reports. About 31 million (14%) of all completed TNC trips were requests to be pooled. Only 16 million were successfully matched with another passenger. In other words, more than half of pool-requested trips are functionally solo TNC trips.

About 31 million (14%) of all completed TNC trips were requests to be pooled. Only 16 million were successfully matched with another passenger. In other words, more than half of pool-requested trips were functionally solo TNC trips.

Figure 9. Pooling of Completed Trips from September 2019 to August 2020



Pooling services were suspended starting in March 2020 due to the COVID-19 pandemic. Lyft's reports withheld trip dates and times, so the effect of the pandemic on Lyft's overall pooling rates cannot be evaluated. Uber's data indicates that 85% of all their trips during the reporting period of September 2019 to August 2020 occurred before shelter-in-place orders went into effect on March 17, 2020. Figure 10 shows that 15% of Uber's pre-pandemic trips were requested to be pooled, and 10% were successfully matched.

Figure 10. Pre-pandemic Uber Pooling of Completed Trips

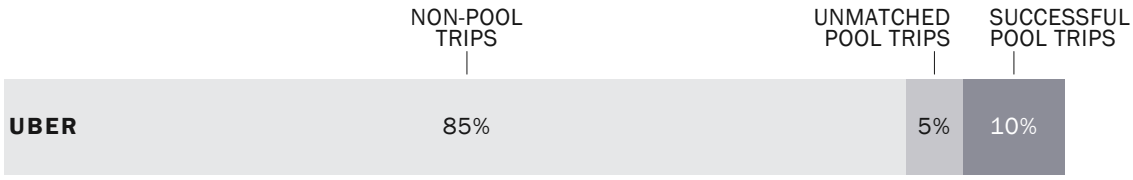
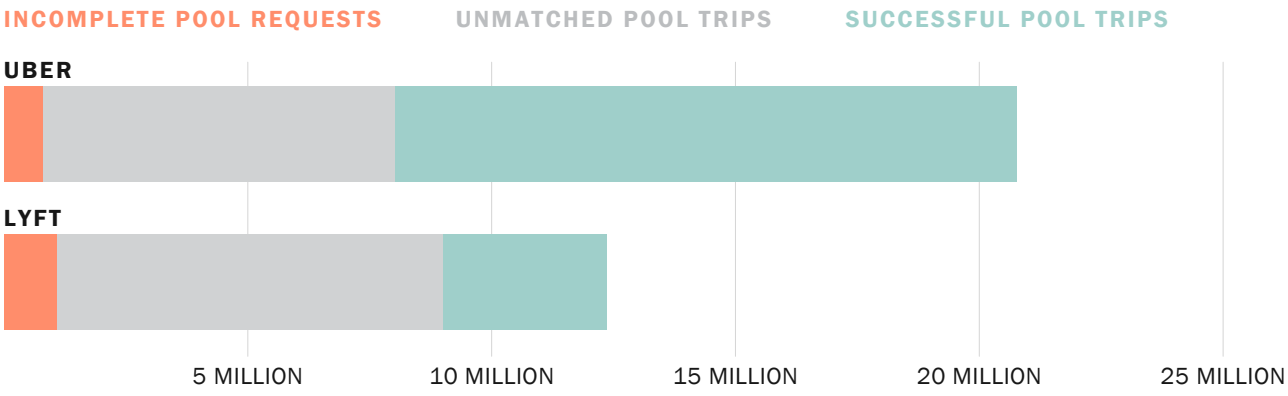


Figure 11 shows the pooled requests received by each company. Uber receives more total pooled requests, accepts more, and matches more of them than Lyft does. Uber received 20.7 million requests for pooled trips, of which 20.0 million (96%) were accepted, and 12.7 million (61%) were matched. Lyft received 12.4 million requests for pooled trips, of which 11.3 million (91%) were accepted, and 3.4 million (27%) were matched.

Figure 11. Requests for Pooled Trips from September 2019 to August 2020

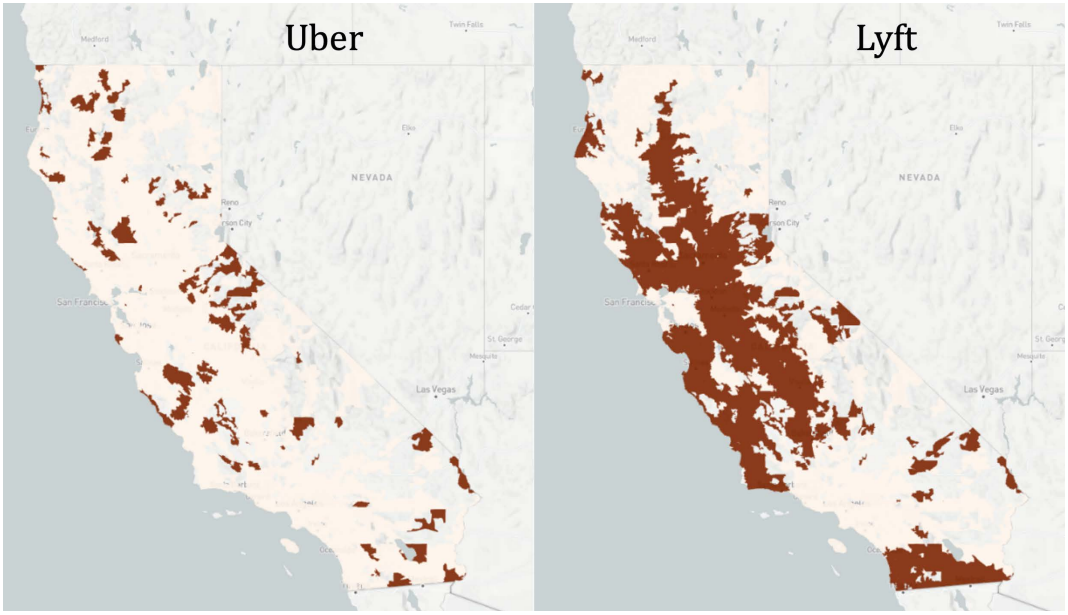


3.7. Where are requests not completed?

Requests for TNC trips may not result in completed trips for a number of reasons. For example, a request may not be successfully matched with an available driver, or may be accepted by a driver and then cancelled, or a passenger may cancel their request after some time has passed. The TNC company, the driver, and the prospective passenger each play a role in whether a request results in a completed TNC trip. The trip acceptance rate is the number of trip acceptances divided by the number of trip requests, expressed as a percentage. Trip acceptance rates may reveal implicit or explicit biases if, for example, drivers are less likely to accept trip requests from some areas compared to others.

Extensive discrepancies in Lyft's aggregated request data make it impossible to perform meaningful analysis of trip acceptance rates. Figure 12 shows areas where Uber and Lyft have reported completing 100% of trip requests. Uber has perfect trip completion rates in only a handful of zip codes, within which it received fewer than 400 total trip requests. Lyft reports perfect trip acceptance rates in half of the zip codes where it provided trips, including all of Sacramento County, and most of San Diego and Santa Clara counties. This implies, for example, that of the 4.2 million trip requests received in Sacramento County alone, not a single one was ever cancelled by a passenger, or not accepted by a driver, or not matched with an available driver. Across all of these zip codes Lyft received more than 26 million trip requests. It's extremely unlikely that Lyft's reported trip completion rates in these zip codes are accurate.

Figure 12. Zip Codes with Perfect 100% Trip Acceptance Rates from September 2019 to August 2020 for Uber (left) and Lyft (right)



CHAPTER 4

Public Safety

The Passenger Charter-party Carriers' Act, enacted in 1961, authorizes the CPUC to regulate "[t]he use of public highways for the transportation of passengers for compensation … and to promote carrier and public safety through its safety enforcement regulations."[1] The CPUC requires TNCs submit a number of annual reports relevant to passenger and public safety:

- *Accidents & Incidents* documents vehicle collisions
- *Assaults & Harassments* documents reports of assault and harassment
- *Law Enforcement Citations* documents citations issued by law enforcement officers
- *Zero Tolerance* documents reports of driving under the influence

This section presents an analysis of public safety incidents from September 2019 to August 2020 from the 2020 public TNC Annual Reports. It includes incident totals, rates per square mile, and rates per 100,000 trips. Areal (per square mile) rates are useful for understanding incidents that may impact the general public. Trip-based rates are useful for understanding risks to TNC users. VMT-based rates (which are preferable over trip-based rates) are useful in assessing risks to passengers and to the general public relative to the total amount of driving, but cannot be included because Lyft's reports are redacted to remove VMT information.

1 California Public Utilities Code § 5352(a). https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PUC&division=2.&title=&part=&chapter=8.&article=1.

4.1. How many TNC public safety incidents were reported?

Figure 13 shows the number of incidents reported by each company within the categories of collisions, assaults and harassments, DUI complaints, and citations. Uber reported 30,000 public safety incidents, while Lyft reported almost 45,000 public safety incidents. There were nearly 27,000 collisions, approximately 14,800 reported by Uber and 11,200 reported by Lyft. In addition, over 20,000 assaults and harassments (almost all of them reported by Lyft), 15,000 DUI complaints, and 14,000 citations were also reported.

Figure 13. Public Safety Issues by Category

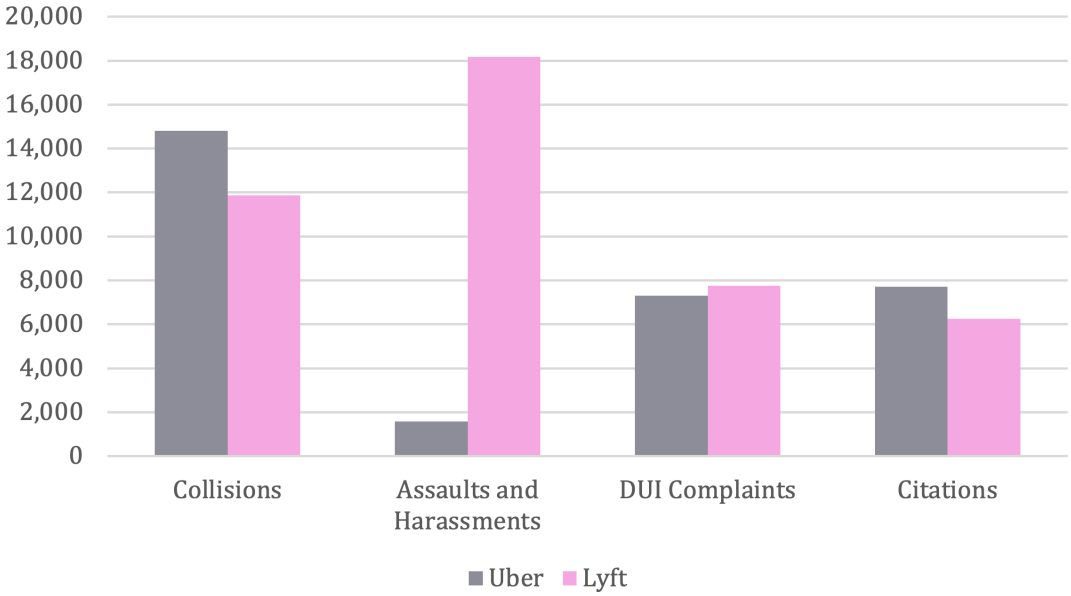
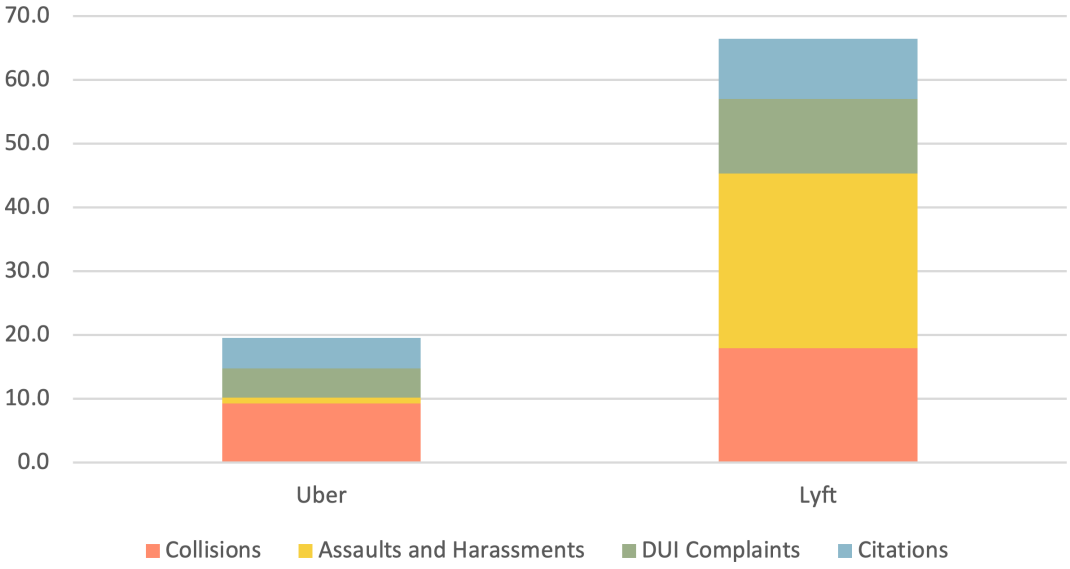


Figure 14 shows the rates of incidents per 100,000 trips. Lyft reported total public safety incidents rates that were more than 3 times higher than Uber. Lyft's collisions rates were twice Uber's. Lyft's assaults and harassment rates were more than 30 times Uber's, Lyft's DUI complaints were over 2.5 times Uber's, and Lyft's citations were twice Uber's. These figures suggest that the companies may be reporting public safety incidents differently, pointing to the need for increased review by regulators.

Figure 14. Incidents per 100,000 trips from September 2019 to August 2020

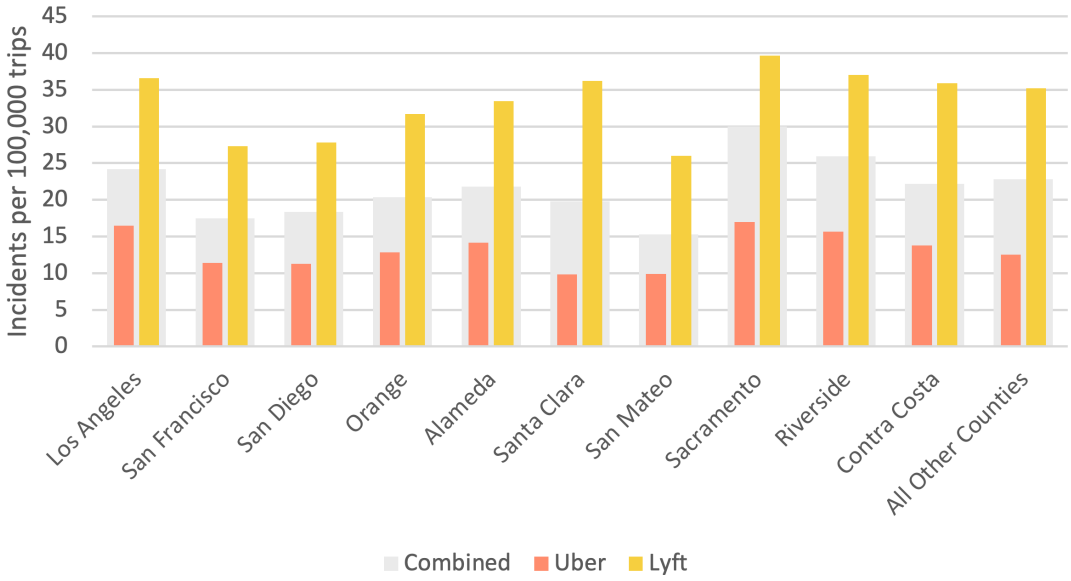


4.2. Where did public safety incidents occur?

Assaults and harassments, collisions, and DUI complaints happened everywhere that TNC trips happened. Figure 15 shows incident totals and rates per 100,000 trips by category for the top 10 counties by number of trips. Incident rates vary by county and by company. San Francisco, which has the highest density of trips, has among the lowest public safety incident rates. By contrast, Sacramento, which has a low trip density, has the highest rate of public safety incidents. This may be partly explained by trip lengths, as denser counties with shorter average trip lengths may be less likely to be involved in a public safety incident on any particular trip. However, Lyft's incomplete reports prevent an analysis of the relationship between public safety events and trip lengths.

Lyft's public safety incident rates were much higher than Uber's in each of the top 10 counties with the most TNC trips. The percent difference in incident rates between the companies was closest in Los Angeles County, where Lyft's rate is 122% higher than Uber's, and furthest in Santa Clara County, where Lyft's rate is 268% higher than Uber's.

Figure 15. Rates of Public Safety Incidents per 100,000 trips by Company and County from September 2019 to August 2020



Assaults and harassments, collisions, and DUI complaints, like trip requests were reported by zip code. Citations, per the *Law Enforcement Citations* template were reported with a citation location. However, the CPUC did not provide explicit requirements for how the location should be reported and as a consequence each company reported it differently.

Table 21 shows the total number of citations by location. It is not clear why nearly all the reported citations were at airports. Uber reported 7,711 citations, all at airports. Lyft reported 6,259 citations, 6,038 (96%) of which were at airports, while 214 were in cities, and the remaining 7 were in other locations like an unincorporated neighborhood.

Table 21. Number of Citations by Company and Location from September 2019 to August 2020

LOCATION	UBER	LYFT	TOTAL
Citations at Airports	7,711	6,038	13,749
Citations in Cities	0	214	214
Citations at Other Locations	0	7	7
Citations	7,711	6,259	13,970

CPUC has not provided guidance to report citations solely at airports. The almost complete absence of TNC citations in locations other than airports suggests inconsistent or incomplete reporting and prevents the CPUC from assessing a key indicator of public safety and compliance with laws and regulations.

4.3. What types of public safety incidents occurred?

It is difficult to provide a clear depiction of the types of public safety incidents because the CPUC has not standardized reporting requirements for collisions, assaults and harassments, DUI complaints, or law enforcement citations. The lone exception, Decision 22-06-029, issued on June 24, 2022, adopted taxonomies for sexual assault and sexual harassment. These taxonomies only apply to a subset of the events reported in the Assaults and Harassments reports and had not been adopted when the 2020 Annual Reports were filed. In any event, the type of assault and/or harassment has been removed from the 2020 Public Annual Reports entirely.

In the absence of clear and consistent requirements, **each company decides themselves** how they report public safety data. As a result, this report is limited to only summarizing the overall number of incidents and cannot provide a more detailed analysis of types of public safety incidents. Similarly, it is difficult to develop public policy or exercise any meaningful or consistent regulatory oversight with respect to these public safety concerns.

Table 22 shows how each company reports the types of public safety incident for collisions, DUI complaints, and citations. Note that the public version of *Assaults & Harassments* does not contain any incident descriptions or categorizations. The table that each company uses reflects a different taxonomy to categorize the type of collision. Uber uses 7 response codes briefly describing the collision type. Lyft uses 5 response codes that describe, not the type of collision, but a qualitative description of the extent of damage. For DUI complaints, Uber uses 8 response codes, all describing allegations against the driver. Lyft used 4 response codes, 2 for describing allegations against the driver and 2 describing allegations against the passenger. One of the response codes is qualified as a first occurrence, "alleged_marijuana_smell__first_instance", but no other response codes for further occurrences. The other codes Lyft uses are not qualified in this way. For citations, Uber used 657 unique response codes and Lyft used 347 unique response codes.

Table 22. Public Safety Incident Taxonomies in the 2020 Public Annual Reports

CATEGORY	FIELD	UBER	LYFT
Collisions	IncidentAccidentType	• Multiple Vehicle Collision • Open Door Into Vehicle • Pedestrian • Single Vehicle Collision • Struck Animal • Struck Debris • Struck Road Debris/Animal	• No Damage • Not driveable • major damage • minor damage • not reported
DUI	ZeroToleranceDescr	• Rider alleged the driver had the appearance of impairment • Rider alleged alcohol or containers present in vehicle • Rider alleged drugs or paraphernalia were present in the vehicle • Rider alleged the driver had the appearance of impairment • Rider alleged the driver sounded impaired • Rider alleged the smell of alcohol was present in the vehicle • Rider alleged the smell of marijuana was present in the vehicle • Rider alleged unsafe driving behavior	• alleged_marijuana_smell__ first_instance • alleged_zero_tolerance • passenger_alleged_drug_possession • pax_allegedly_had_open_container
Citations	CitationReason	Unique incident description	Unique incident description

Table 23 shows the consequences to the driver resulting from public safety incidents. As with incident classifications, the CPUC has in most cases not provided clear guidance for how to report consequences to the driver, leaving companies to determine themselves how to report driver consequences.[1] Some classification of consequences to the driver is reported for assaults and harassments, DUI complaints, and citations, but not for collisions. Additionally, a binary indicator of whether the involved driver is currently authorized to drive is available for assaults and harassments and DUI complaints.

1 To describe the driver consequences of assaults and harassments, Uber uses 2 response codes and Lyft uses 3 response codes. For DUI complaints, a description of the resolution and a driver consequence are reported. Uber uses 4 response codes to describe the DUI complaint, and the same 4 response codes to classify the driver consequence. Lyft used 3 response codes to describe the DUI complaint resolution and 3 different response codes to describe the driver consequences. The only consequence reported for citations is the payor of the citation. Lyft's responses include both "LYFT" and "DRIVER", while Uber's only include "Uber".

Table 23. Driver Consequences and Status in the 2020 Public Annual Reports

CATEGORY	FIELD	UBER	LYFT
Assaults & Harassments	DriverConsequence	• Deactivated • Waitlisted	• Driver provided with warning and/or education • Driver was permanently deactivated • Driver was temporarily suspended
Assaults & Harassments	DriverCurrentAuth	• N • Y	• N • Y
Collisions	IncidentAccidentGuiltyParty	not reported	not reported
Collisions	Liability	not reported	not reported
Collisions	PrimaryCollisionFactor	• Claimant Primarily • Driver Primarily • Undetermined	not reported
DUI	ComplaintResolveDescr	• Driver Deactivated — Confirmed Allegation • Driver Deactivated — Third Unconfirmed Allegation • Driver Previously Deactivated • Driver Reactivated — Unconfirmed Allegation	• Deactivation not warranted after investigation • Driver reactivated after investigation • Driver remained deactivated after investigation
DUI	DriverConsequence	• Driver Deactivated — Confirmed Allegation • Driver Deactivated — Third Unconfirmed Allegation • Driver Previously Deactivated • Driver Reactivated — Unconfirmed Allegation	• Driver provided with warning and/or education • Driver was permanently deactivated • Driver was temporarily suspended
DUI	DriverCurrentAuth	• N • Y	• N • Y

4.4. How many drivers were suspended or deactivated?

While suspending a driver can adversely affect drivers' livelihood by cutting off an income stream, suspending a driver is one of the actions a TNC company can take to protect its customers. Though each company used their own taxonomy for reporting driver consequences, both identified whether a driver was temporarily suspended or

permanently deactivated. Table 24 shows the consequences to drivers resulting from assaults and harassments.

For this analysis, temporary suspensions are those that Uber classified as "Waitlisted" and Lyft classified as "Driver was temporarily suspended", and permanent deactivations are those that Uber classified as "Deactivated" and Lyft classified as "Driver was permanently deactivated". The table shows that 76% of Uber's reported assaults and harassment resulted in a temporary suspension, and 24% resulted in a permanent deactivation, while 3% of Lyft's reported assaults and incidents of harassment resulted in a temporary suspension, 2% resulted in a permanent deactivation, and 95% were neither temporarily suspended nor deactivated. The data suggests that Uber more aggressively suspends or deactivated drivers than Lyft does. It also suggests that the companies use different standards for reporting assaults and harassments.

Table 24. Driver Consequences of Assaults & Harassments from September 2019 to August 2020

	UBER	LYFT	TOTAL
Total Incidents	1,573	18,178	19,751
Temporary Suspensions	1,200	582	1,782
Permanent Deactivations	373	297	670
Not temporarily suspended or permanently deactivated	0	17,299	17,299
Percent temporarily suspended	**76%**	**3%**	**9%**
Percent permanently deactivated	**24%**	**2%**	**3%**
Percent neither temporarily suspended nor deactivated	**0%**	**95%**	**88%**

The CPUC requires that "[p]romptly after a zero-tolerance complaint is filed, the TNC shall suspend the driver for further investigation."[1] As with assaults and harassments, driver consequences of DUI complaints are reported with different taxonomies by each company, but each identifies temporary suspensions and permanent deactivations. Table 25 shows the driver consequences resulting from DUI complaints for each company. In this analysis, permanent deactivations are those Uber classified as "Driver Deactivated – Confirmed Allegation", "Driver Deactivated – Third Unconfirmed Allegation", and "Driver Previously Deactivated", and Lyft classified as "Driver was permanently deactivated". Temporary suspensions are those Uber classified as "Driver Reactivated – Unconfirmed Allegation" and Lyft classified as "Driver was temporarily suspended". The remaining record records are those which Lyft classified as "Driver

1 D. 13-09-045, p. 27. CPUC Rulemaking R12-12-011. 9/19/2013.

provided with warning and/or education," which implies neither a temporary suspension nor permanent deactivation. The table suggests that Lyft frequently fails to comply with the CPUC's requirement to suspend drivers following DUI complaints, only suspending or deactivating drivers in 6% of cases. By contrast, 94% of DUI complaints against Uber drivers resulted in a temporary suspension, and 6% resulted in a permanent deactivation.

Table 25. Driver Consequences of DUI Complaints from September 2019 to August 2020

	UBER	LYFT	TOTAL
Total Incidents	7,358	7,745	15,103
Temporary Suspensions	6,911	468	7,379
Permanent Deactivations	447	37	484
Not temporarily suspended or permanently deactivated	0	7,240	7,240
Percent temporarily suspended	**94%**	**6%**	**49%**
Percent permanently deactivated	**6%**	**< 1%**	**3%**
Percent neither temporarily suspended nor deactivated	**0%**	**93%**	**48%**

Driver suspensions are also reported in the *Suspended Drivers* report. These suspensions, unlike the ones reported above, are not linked to a specific type of incident. Figure 16 shows the total driver suspensions for each company. Lyft suspended nearly 5 times the number of drivers as Uber. Lyft also permanently suspended 50% more drivers than Uber.

Figure 16. Driver Suspensions from September 2019 to August 2020

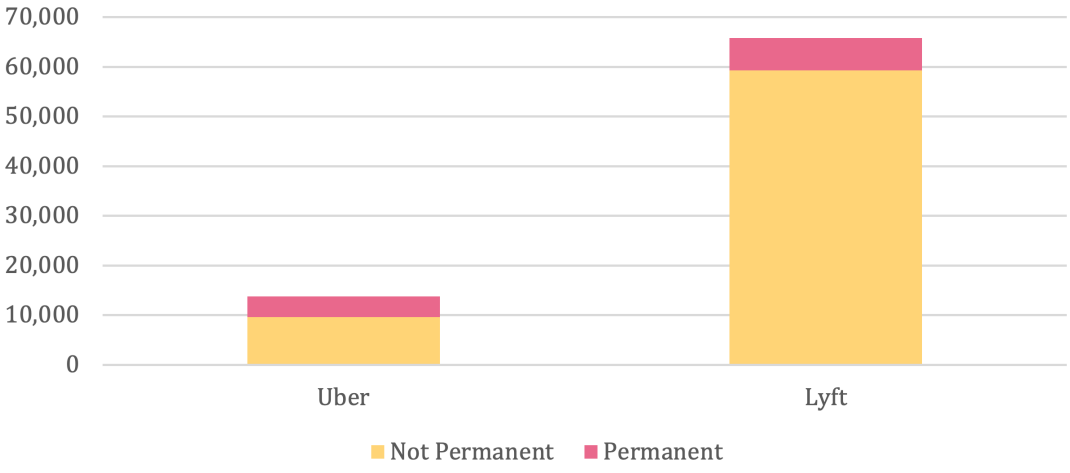
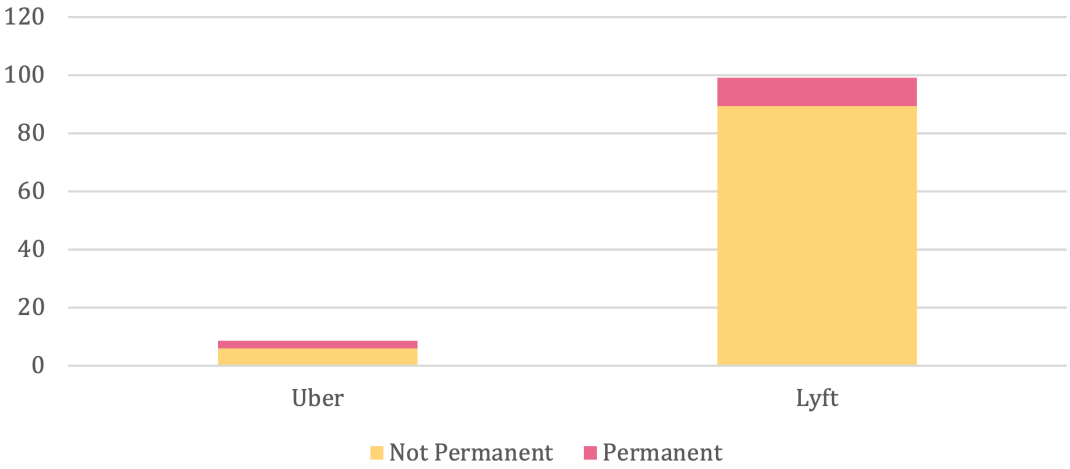


Figure 17 shows driver suspension rates by company. Lyft suspended drivers at more than 11 times the rate of Uber and permanently suspended drivers at 15 times the rate of Uber.

Figure 17. Driver Suspensions per 100,000 Trips from September 2019 to August 2020



These two figures reveal either that each company has significantly different approaches to driver suspensions or that they report driver suspensions differently.

For each driver suspension, the companies report whether drivers were permanently deactivated, and whether they have been reactivated. Driver suspensions by suspension type and reactivation status for Uber are shown in Table 26 and for Lyft in Table 27. Presumably, a driver that is permanently deactivated cannot be reactivated. As expected, none of Lyft's permanently suspended drivers are reported to be reactivated. But Uber data shows that 1,250 (30%) of the 4,162 drivers classified as permanently suspended are also classified as reactivated. It is unclear whether these drivers are permanently deactivated or not. If they were reactivated, it is not clear why their permanent suspension was overturned, or the potential impacts to the safety of passengers and the general public.

Table 26. Uber Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020

	NOT REACTIVATED	REACTIVATED	TOTAL
Not Permanently Suspended	110	9,505	9,615
Permanently Suspended	2,912	1,250	4,162
Total	**3,022**	**10,755**	**13,777**

Table 27. Lyft Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020

	NOT REACTIVATED	REACTIVATED	TOTAL
Not Permanently Suspended	9,974	49,322	59,296
Permanently Suspended	6,492		6,492
Grand Total	**16,466**	**49,322**	**65,788**

CHAPTER 5

Labor

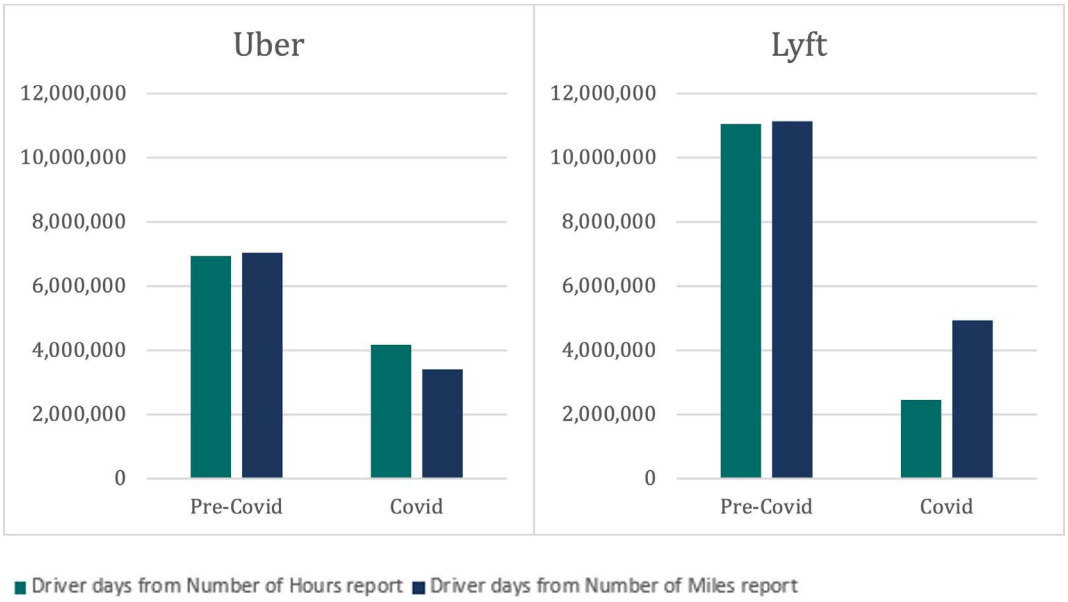
This section examines hours worked, miles driven, and driver suspensions from September 2019 to August 2020 as reporting the 2020 Public Annual Reports.

Each record in the *Number of Hours* and *Number of Miles* reports is a driver day. Driver IDs are withheld from the public TNC Annual Reports, even though Driver IDs can be anonymized to not contain personal information. The absence of Driver IDs limits analysis of driver patterns such as the number of drivers that exceed drive-time limits, how often drive time limits are exceeded, or distributions of annual driver mileage.

5.1. How many days did drivers work?

Figure 18 shows the number of driver days each company reported in the *Number of Hours* and *Number of Miles* reports. As discussed in Chapter 2, these reports are internally inconsistent. This figure reveals further inconsistencies. Both companies' pre-COVID, during-COVID, and total driver days are inconsistent, but the differences are much greater during COVID. Uber's driver days differ by 96,000 (1.4%) pre-COVID and differ by 768,000 (18%) during COVID. Lyft's driver days differ by 80,000 (0.7%) pre-COVID and differ by 2.4 million (101%) during COVID. Lyft reports more driver days than Uber, which seems contradictory to the higher total number of Uber trips reported in Chapter 3.

Figure 18. Driver Days Before and During COVID from September 2019 to August 2020



The lack of consistency within each company's reports and a comparison of the companies to each other suggests that reporting requirements are not adequately defined.

5.2. How many hours a day do drivers drive?

The daily number of hours worked can give insights into labor conditions, serve as an indicator of driver fatigue that can lead to unsafe driving, and identify when legal drive time limits are violated.

Table 28 shows the average number of hours worked by drivers for each company before and during COVID. The table shows that Uber drivers worked more hours per day

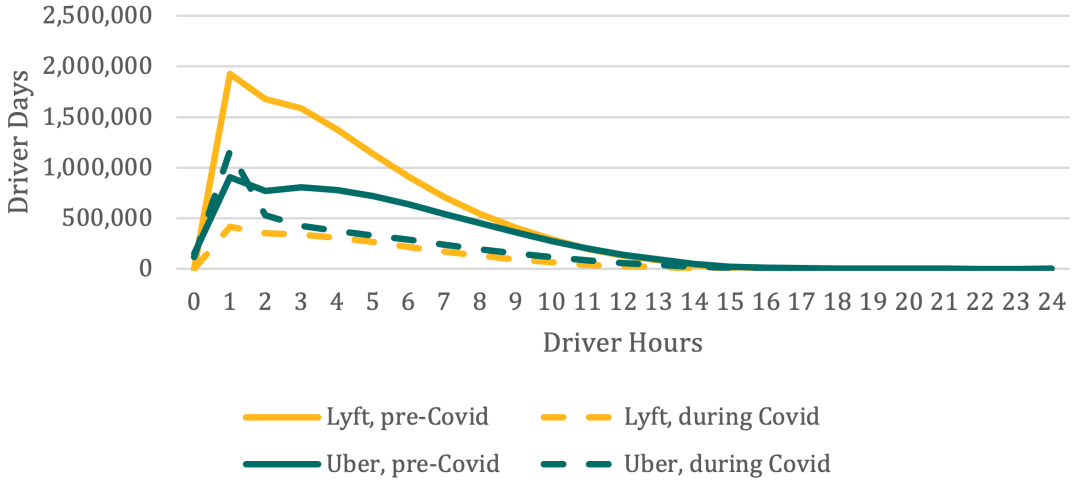
than Lyft drivers, both before and during COVID. Uber drivers increased their average daily driving hours during COVID by 14%, from 4.6 to 5.3, while Lyft's average daily driver hours remained almost flat.

Table 28. Average Hours per Driver Day by Company, Before and During COVID, from September 2019 to August 2020

	UBER	LYFT	TOTAL
Pre-COVID	4.6	3.8	4.2
COVID	5.3	3.9	4.7
Total	**4.9**	**3.8**	**4.3**

Figure 19 shows the distribution of driver days by the number of hours worked by each company's driver, before and during COVID. As with the table above, it shows that Lyft reported more driver days and driver hours than Uber before COVID, and fewer driver days and driver hours during COVID. Drivers for both companies most frequently drove 1 hour per day, both before and during COVID, with longer days steadily less frequent. Uber's driver hours during COVID dropped off steeply, unlike Uber's pre-COVID hours or Lyft's hours before or during COVID. Lyft's report included 123,000 driver days with 0 hours, while Uber's included no driver days with 0 hours. It is not clear what a driver day with 0 hours means. Both companies reported driver days with 10 or more hours, which will be discussed in more detail in the next section.

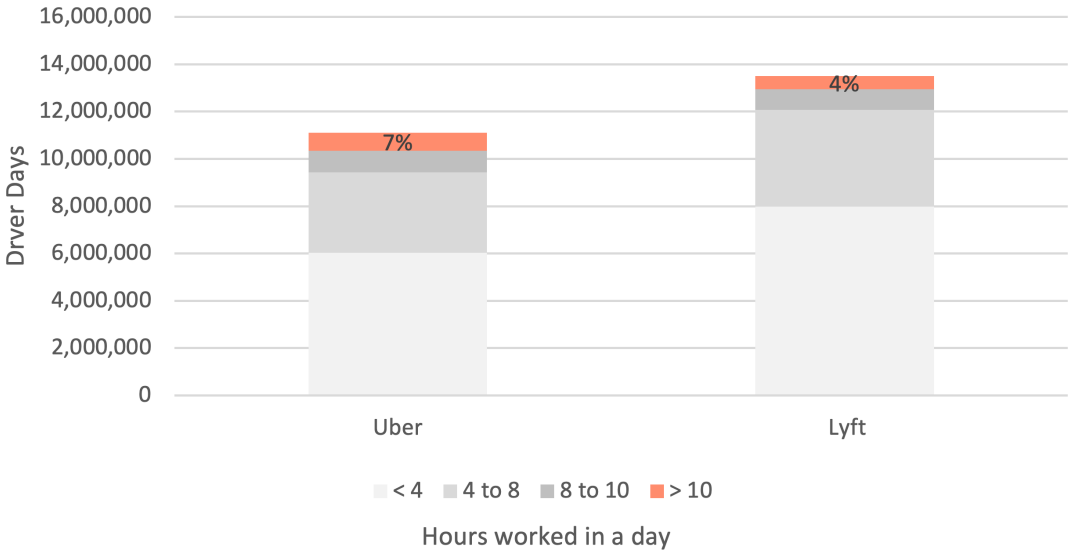
Figure 19. Distribution of Driver Days by Number of Hours Worked from September 2019 to August 2020



5.3. How often are legal drive-time limits exceeded?

California law limits drivers providing passenger transportation to "10 hours in any 24-hour period unless 8 consecutive hours off duty have elapsed."[1] Figure 20 shows the share of driver days by number of hours driven for each company. The data may indicate that drivers are exceeding legal drive time limits. Before COVID, 8% of Uber's driver days exceeded 10 hours and during COVID 6% exceeded 10 hours. Before and during the COVID 4% of Lyft's driver days exceeded 10 hours. While this report alone cannot confirm that a violation has occurred due to the 8 hours off duty provision, the reports do not account for additional factors like drivers who may be in violation due to driving for both services, or whose shifts straddle 2 or more calendar days. No public enforcement actions have been taken regarding possible violations of California labor laws.

Figure 20. Driver Days by Hours Worked from September 2019 to August 2020



1 California Vehicle Code §21702(a). https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=3.&article=2.

CHAPTER 6

Environment

This section examines emissions from September 2019 to August 2020 in the 2020 Public Annual Reports. It estimates carbon dioxide (CO_2), a greenhouse gas that contributes to global climate change, and particulate matter of less than 2.5 microns ($PM_{2.5}$) which contributes to respiratory health issues.

The Clean Miles Standard and Incentives Program (Senate Bill No. 1014) directed the CPUC to implement "annual targets and goals, beginning in 2023, for the reduction [...] of emissions of greenhouse gases per passenger-mile driven on behalf of a transportation network company". The CPUC has issued an Order Instituting Rulemaking to determine how the Clean Miles Standard and Incentives Program will be implemented. The CPUC's rulemaking follows work led by the California Air Resources Board (CARB), which developed a baseline inventory of TNC emissions and proposed initial annual targets and goals.

6.1. How much GHG did TNCs emit?

Greenhouse gases produced by TNCs will be regulated by the CPUC starting in 2023. Greenhouse gases are a key contributor to global climate change. Only Uber's 2020 public TNC Annual Reports contain the data necessary to evaluate emissions (VMT and vehicle make, model, and year). Table 29 shows the estimated CO2 emissions produced by Uber per period.

TNC service is classified into 3 periods: Period 1 when a driver is available and ready to accept a trip, Period 2 when a driver has accepted a trip and is on the way to pick up the passenger, and Period 3, when a driver is transporting a passenger from origin to destination. CARB's 2018 Base Year Inventory found that TNCs emit 48% more greenhouse gases on a per-passenger mile basis than trips taken in private vehicles, due in large part to driving without a passenger in Periods 1 and 2. The Transportation Authority estimated that Uber emitted 494,000 metric tons of CO2 from September 2019 to August 2020, about 30% of which was produced in periods 1 and 2, when the vehicle is not transporting a passenger. Uber's total CO2 emissions were similar to the CO2 emitted by the 2020 Caldwell Fire in northern California which burned 81,000 acres.[1,2] Lyft emissions cannot be estimated because they did not report mileage, vehicle make, model, or year.

Table 29. Estimated CO2 Emitted by Uber by Period from September 2019 to August 2020

	PERIOD 1 WAITING FOR RIDE REQUEST	PERIOD 2 ON THE WAY TO PICKUP PASSENGER	PERIOD 3 TRANSPORTING PASSENGER	TOTAL
Total CO2	85,408	61,523	346,790	493,722
Share of CO2	17%	12%	70%	100%

6.2. How much particulate matter (PM 2.5) did TNCs emit? Where?

PM2.5 contributes to respiratory health issues. Only Uber reported the data necessary to evaluate PM2.5 emissions. Table 30 shows estimated PM2.5 emissions produced by Uber. Uber produced 2.65 metric tons of PM2.5, about 30% of which was produced in Periods 1 and 2 when the vehicle is not transportation a passenger. Lyft's PM2.5

1 Emissions were estimated individually for each trip, using the vehicle make, model, and year, mileage by period, and emissions rates from fueleconomy.gov

2 California Air Resources Board, Wildfire Emission Estimates for 2020. https://ww2.arb.ca.gov/sites/default/files/2021-07/Wildfire%20Emission%20Estimates%20for%202020%20_Final.pdf

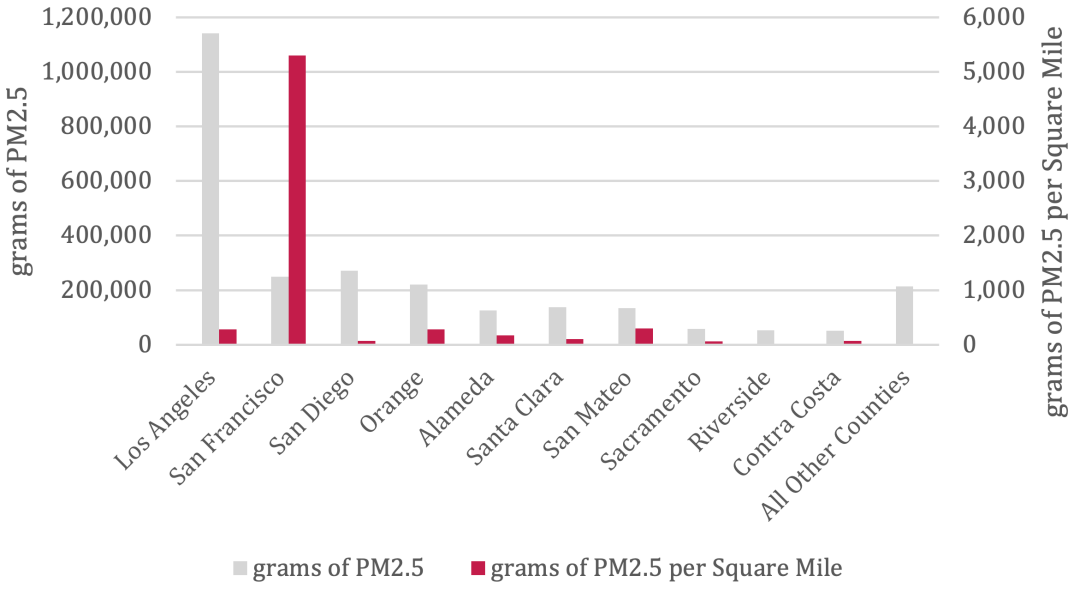
emissions cannot be estimated because they did not report mileage, vehicle make, model, or year.

Table 30. Estimated PM2.5 Emitted by Uber by Period from September 2019 to August 2020

	PERIOD 1 NO PASSENGER, WAITING FOR RIDE REQUEST	PERIOD 2 ON THE WAY TO PICKUP PASSENGER	PERIOD 3 TRANSPORTING PASSENGER	TOTAL
Total PM2.5	0.46	0.32	1.87	2.65
Share of PM2.5	17%	12%	71%	100%

Figure 21 shows where Uber emitted PM2.5 by county for the 10 counties with the most TNC trips. PM2.5 emissions were highly concentrated in San Francisco with over 5,000 grams of PM2.5 per square mile, approximated 340 times the concentration of PM2.5 emissions in the rest of the state. Uber's estimated PM2.5 emissions in San Francisco are approximately 5% of the total PM2.5 emissions produced by all passenger vehicles and light duty trucks in San Francisco in 2019.[1]

Figure 21. Estimated PM2.5 Emitted by Uber by County from September 2019 to August 2020



1 CARB EMFAC2021 v1.0.2, PM2.5_TOTEX for LDA, LDT1, and LDT2 in San Francisco in 2019. https://arb.ca.gov/emfac/emissions-inventory/1563da8e39cf549e9626c01386cf5ebabe087ff9

CHAPTER 7

Accessibility

The TNC Access for All Act (Senate Bill No. 1376) directs the CPUC to "establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV)". Under the program, TNCs collect a fee on each trip which is remitted to an Access Fund to be used to pay for "on-demand transportation […] to meet the needs of persons with disabilities, including wheelchair users who need a WAV". TNCs may request an offset, or be exempted from remitting the fee, if they demonstrate that they meet standards established by the CPUC.

The CPUC is authorized by the TNC Access for All Act to collect data to manage the program. Accessibility data is regularly reported by TNCs to the CPUC in two ways: in the form of "Advice Letters" filed by a company when they seek an offset or exemption for a specific county and quarter, and in the Annual Reports. Additional accessibility data is also filed on an ad-hoc basis at the direction of the CPUC. The Annual Reports include the number of requests for WAVs, the statewide number of fulfilled requests, and the percent of fulfilled requests by month in the Accessibility Report. This section compares 2020 Public Annual Reports data from September 2019 to August 2020 with Advice Letter data that was reported for the same period.

7.1. How many requests for WAVs were received? How many were accepted?

Table 31 shows the number of TNC WAV requests and completed WAV trips by each company. Uber provided nearly all TNC WAV service in the state, receiving 95% of the nearly 230,000 WAV requests and providing 94% of the nearly 108,000 completed WAV trips. Uber completed 47% of the trip requests it received and Lyft completed 53%. As noted in Chapter 3, there were between 218 million and 277 million total TNC trips, so the 108,000 completed WAV trips account for less than 0.05% of all trips.

Table 31. WAV Requests and Completed Trips from September 2019 to August 2020

	UBER	LYFT	TOTAL
WAV Requests	217,935	11,605	229,540
Completed WAV Trips	101,594	6,158	107,752
Completion Rate	47%	53%	47%

7.2. How much WAV service is being provided?

Table 32 shows the amount of WAV service measured by average monthly hours of WAV service and number of WAV vehicles, compared to the WAV trips provided. The service reported by each company is dramatically different from each other and suggests that the companies are not reporting data consistently. For example, Uber reports nearly 20,000 times the hours of WAV service than Lyft. The data also suggests highly improbable service. Lyft's data suggests that each vehicle provides approximately 19 seconds of service each month, compared to Uber's much more logical 73 hours per vehicle. On the other hand, Uber's data suggests they are providing 924 hours (nearly 38 days) of WAV vehicle hours for each trip they provide. Both companies report deploying far more WAVs than the actual number of WAV trips completed. Uber reports an average of 108,000 WAVs each month, about 13 vehicles for every WAV trip. Lyft reports an average of 79,000 WAVs each month, about 155 vehicles for every WAV trip. The lack of adequately defined or enforced data reporting requirements prevents a clear understanding of WAV service and undermines confidence that it is being regulated properly.

Table 32. Average Monthly WAV Service from September 2019 to August 2020

COMPANY	UBER	LYFT
Hours of WAV Service	7,818,750	419
Number of WAV Vehicles	107,542	79,471
WAV Trips	8,466	513
Hours of WAV Service per Vehicle	**72.7**	**0.005**
Hours of WAV Service per Trip	**923.5**	**0.8**
WAV Vehicle per Trip	**12.7**	**154.9**

7.3. Is the Annual Report WAV data consistent with data reported under the Access for All Act?

Both the Annual Reports and Advice Letters filed under the Access for All program contain data on the number of WAV requests. The Annual Reports include the total statewide WAV requests received by month, while the Advice Letters only contain data for selected counties and quarters in which a TNC is seeking an offset or exemption. While the data contained in the Annual Reports and the Advice letters will not match due to their different reporting parameters, they should be consistent and non-contradictory with each other.

Table 33 shows the amounts requested in offsets for the costs incurred in providing WAV service from October 2019 to June 2020, the period that the Advice Letters align with the TNC Annual Reports. Lyft was granted $3 million in offsets, an average of $772 for each completed WAV trip. Uber was granted $6.2 million in offsets, an average of $369 per trip. Lyft was awarded about twice the amount of offsets per completed WAV trip than was Uber.

Table 33. Offsets Requested and Approved, Compared to Completed WAV Trips from October 2019 to June 2020 in the Access for All Advice Letters

	ORIGINAL REQUESTED	FINAL REQUESTED	TOTAL APPROVED	COMPLETED TRIPS	OFFSETS / TRIP
Uber	$6,706,249.37	$6,150,320.55	$6,150,320.55	16,689	$368.53
Lyft	$3,272,905.77	$2,261,560.70	$2,261,560.71	2,930	$771.86

Tables 34 through 37 compare WAV data in the Annual Reports and Advice Letters. Because the Advice Letters are not filed for every county and quarter, the Advice Letter

totals should always be less than the Accessibility Report totals. These tables show that Uber's Annual Reports are consistent with and do not contradict their Advice Letters, but that Lyft's Annual Reports are inconsistent with the Advice Letters.

Table 34 compares Uber's WAV requests in the Annual Report and Advice Letters. Uber's Advice Letters contained 44% – 45% of the total WAV requests reported in the Annual Report.

Table 34. Comparison of Uber WAV Requests in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	82,089	35,902	44%
2020 Q1	65,053	28,952	45%
2020 Q2	23,047	10,386	45%

Table 35 compares Lyft's WAV requests in the Annual Report and Advice Letters. The WAV requests in Lyft's Advice Letters, submitted only for San Francisco and Los Angeles counties, exceeded the statewide totals of Lyft's Annual Report for 2 of 3 quarters, which should not be possible. Lyft's Annual Reports and Advice Letters reporting of WAV requests are inconsistent. This suggests the possibility that the Advice Letter data used as the basis for awarding Lyft $3 million in offsets may not comply with the requirements of the Access for All Program.[1]

Table 35. Comparison of Lyft WAV Requests in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	4,252	392	9%
2020 Q1	3,344	3,853	**115%**
2020 Q2	1,307	1,572	**120%**

1 "We find that Lyft's Advice Letter submittals that included pre-scheduled WAV trip data failed to comply with the requirements of the Access for All Program. Lyft unilaterally devised its own interpretation and calculation of 'response time' to apply to pre-scheduled WAV trips. More significantly, by including negative response times in its Advice Letter submittals, Lyft likely lowered its total aggregate response time amounts for all WAV trips in a given quarter and geographic area. This calls into question Lyft's eligibility for offsets or exemptions after removal of the pre-scheduled WAV trips and the negative response time values." Ruling on Data Submission for Pre-Scheduled Trips, p. 16 – 17.

Table 36 compares Uber's completed WAV trips in the Annual Report and Advice Letters. Uber's Advice Letters contained 16% – 32% of the total completed WAV trips in the Annual Report.

Table 36. Comparison of Uber Completed WAV Trips in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	38,119	6,189	16%
2020 Q1	32,706	6,044	18%
2020 Q2	14,032	4,456	32%

Table 37 compares Lyft's completed WAV trips in the Annual Report and Advice Letters. Lyft's Advice Letters contained 17% – 100% of the total completed WAV trips in the Annual Report.

Table 37. Comparison of Lyft Completed WAV Trips in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	1,923	318	17%
2020 Q1	1,679	1,679	100%
2020 Q2	933	933	100%

7.4. How many accessibility complaints were received?

The CPUC has not standardized reporting requirements for accessibility complaints. In the absence of clear and consistent requirements, **each company decides for themselves** how they report accessibility complaints.

Table 38 compares the taxonomies Uber and Lyft use to report accessibility complaints and resolutions. Uber uses 4 codes to describe accessibility complaints, each describing a type of service denial. Lyft uses 6 codes to describe accessibility complaints. One of these codes is a combination of an alleged violation and a driver consequence, two are a combination of an alleged violation with a determination of the validity of the allegation,

two are simple categories of service denial allegations, and the final code is, ambiguously, "wheelchair_accessibility_policy". Uber uses 5 codes to describe the resolution, each of which describes a determination of the validity of the alleged violation, but does not describe corrective actions taken against the driver. Lyft uses 3 codes to describe the resolution, each of which is describes a corrective action taken against the driver.

Table 38. Comparison of Accessibility Complaint and Resolution Taxonomies used by Uber and Lyft in the 2020 Public TNC Annual Reports

TYPE	UBER	LYFT
Complaint	• Assistive Device Denial • Emotional Support/Therapy Animal Denial • Protected Trait Denial • Service Animal Denial	• alleged_service_animal__driver_offboarded • alleged_service_animal_confirmed • alleged_service_animal_false_positive • refused_service_animal • wheel_chair_refusal • wheelchair_accessibility_policy
Resolution	• Unresponsive driver, waitlisted pending determination • Determined plausible service denial • Determined knowing service denial • Determined neither knowing, nor plausible service denial • Determined one plausible service denial, and one knowing or plausible service denial	• Driver was permanently deactivated • Driver was temporarily suspended • provided with warning and/or education

While Uber and Lyft report complaints using different taxonomies, each identifies complaints that involve users of wheelchairs or other assistive devices and complaints that involve service animals. Table 39 shows the total complaints in these categories by company. Uber and Lyft collectively received 1,957 accessibility complaints, of which 1,743 (89%) were reported by Uber and 213 (11%) were reported by Lyft. Service denials to users of wheelchairs or other assistive devices totaled 191 complaints, service denials to people with service animals totaled 1,161, and other service denials totaled 604.

Table 39. Accessibility Complaints by Category and Company from September 2019 to August 2020

	UBER	LYFT	TOTAL
Wheelchair or assistive device	183	8	191
Service animal	956	205	1,161
Other	604		604
Total	**1,743**	**213**	**1,956**

The CPUC's lack of standardized reporting requirements for the various types of accessibility complaints prevents a clear understanding of accessibility issues and hinders analysis and oversight.

CHAPTER 8

Conclusions

The 2020 public TNC Annual Reports reveal numerous issues related to basic compliance with data reporting requirements, and the integrity of the data itself. At the most basic level, Lyft's 2020 Public Annual Reports are incomplete according to the rules adopted by the CPUC: 8 of their 19 public reports are missing required data fields, and 64% of all Lyft's required public data items are missing. By contrast, Uber's 2020 Public Annual Reports contain all but one of the required public fields. This suggests that reporting rules are applied or enforced inconsistently.

The data contained within the 2020 TNC Public Annual Reports is often self-contradictory and internally inconsistent. For example, Uber's total number of trips differs by more than 9 million from one report to the next, while Lyft's differs by nearly 50 million trips. In some cases, the data submitted is erroneous or unreasonable: Lyft's reports indicate that it accepted 100% of trip requests received across vast swaths of California. While there is improvement in the consistency of some 2021 reports, the 2021 reports are more highly redacted, and their consistencies cannot be fully evaluated. These issues are exacerbated by, if not directly caused by, data reporting requirements that are, at times, unclear; lack of quality assurance or enforcement of quality standards; and application of confidentiality standards that are not consistent with the CPUC's orders.

The lack of accurate, timely and transparent data has left localities without sufficient information to support a basic understanding of TNC operations in their jurisdictions or their potential impacts. Timely and accurate data is fundamental to developing sensible public policy and to identify where it is appropriate to seek improved oversight. The pervasive data quality issues suggests the need for quality control, greater adherence to Commission direction regarding disclosure of data, and enforcement of reporting requirements.

TNCs operate almost exclusively in dense urban areas and during the busiest times of day, where they have been shown to exacerbate congestion and reduce transit ridership. As the reports show, there may be public safety risks, environmental harm, and issues of equitable access to TNC services. California cities, which have limited regulatory authority over TNCs, rely on the CPUC to manage impacts, enforce regulations, and provide relevant, timely, thorough, and quality data to support the effective development of informed public policy. Cities face similar regulatory reliance on CPUC regarding AV passenger services. CPUC's public AV reports are following a similar pattern to the public TNC reports of redacted data. Timely, thorough, quality data reporting is essential to effective research and policy-making for both TNC and AV ride-hail passenger services, and effective regulation is critical as these new services become more widely available.

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APPENDIX A: DECISIONS AND RULINGS ON DATA REPORTING AND CONFIDENTIALITY

Table 1: Decisions and Rulings on Data Reporting and Confidentiality

Document	*Published*	*General Description*
Order Instituting Rulemaking	12/20/2012	Opens Rulemaking R12-12-011
Decision 13-09-045	9/23/2013	Establishes annual reporting requirements, including trip-level data. Footnote 42 grants a presumption of confidentiality to Annual Reports. This footnote was subsequently rescinded in Decision 20-03-014
Decision 16-04-041	4/25/2016	Directs TNCs to submit plans for studying impacts to traffic-related injuries, impacts to the environment, traffic congestion, and VMT, and directs TNCs to demonstrate that fares are calculated by time and distance for fare-splitting rides in accordance with Pub. Util. Code § 5401. Modifies annual report requirements to include reporting of drivers suspended for public safety incidents.
Decision 20-03-014	3/16/2020	Removes presumption of confidentiality, places burden on TNCs to show data should not be public, defines procedure for claiming confidentiality. Deletes Footnote 42.
2020 Confidentiality Ruling	12/21/2020	Pursuant to the Uber 2020 Motion for Confidential Treatment[1] and Lyft 2020 Motions for Confidential Treatment[2], grants the requests for confidential treatment for a limited number of data items, and denies the balance.
Decision 21-06-023	6/4/2021	Modifies D. 20-03-014 to revise findings of fact and conclusions of law, but leaves the order in-tact. Denies the Uber[3] and Lyft Requests for Rehearing of D. 20-03-014.[4]

[1] Motion of Uber Technologies, Inc. for Leave to File Confidential Information Under Seal; [Proposed] Order. CPUC Rulemaking R12-12-011. Filed 6/22/2020.

[2] Motion of Lyft, Inc. for Confidential Treatment of Certain Information in Its 2020 Annual Report. CPUC Rulemaking R12-12-011. Filed 6/22/2020.

[3] Application for Rehearing of Decision 20-03-014 of Uber Technologies, Inc. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

[4] Application for Rehearing of Lyft, Inc. of Decision 20-03-014 Regarding Data Confidentiality Issues Track 3. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

Document	*Published*	*General Description*
2021 Confidentiality Ruling	11/24/2021	Pursuant to the Uber[5], Lyft[6], HopSkipDrive[7], and Nomad 2021 Motions for Confidential Treatment[8], grants the requests for confidential treatment for a limited number of data items, and denies the balance.
Decision 21-12-003	12/3/2021	Adopts settlement agreement between the CPUC Consumer Protection and Enforcement Division (CPED), Uber, and The Rape, Abuse & Incest Nation Network, Inc. (RAINN) directing CPED and Uber to file a joint motion proposing to waive the presumption of confidentiality for reports filed prior to D. 20-03-014 (2014-2019).[9]
Decision 22-05-033	5/6/2022	On 5/28/2021, Lyft appealed the 2020 Confidentiality Ruling. D. 22-05-033. Denies Lyft's appeal.[10]
Decision 22-06-023	6/3/2022	On May 6, 2022, Lyft filed a second appeal, an emergency motion for a stay of D. 22-05-033, and an application for rehearing. D. 22-06-023 grant's Lyft's Emergency Motion for Stay of D22-05-033[11] pending a ruling on Lyft's Application for Rehearing of D. 22-05-033.[12]
Decision 23-02-041	2/24/2023	Re-affirms the 2020 Confidentiality Ruling, denies Lyft's second appeal and application for rehearing of D. 22-05-033.

[5] Motion of Uber Technologies, Inc. for Confidential Treatment of Certain Types of Data and Information Requested in the Annual Report 2021; [Proposed] Order. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

[6] Motion of Lyft, Inc. for Confidential Treatment of Certain Data in Its 2021 Annual Report. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

[7] Motion of HopSkipDrive, Inc. for Confidential Treatment of Certain Types of Data and Information Requested in the Annual Report 2021. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

[8] Nomad Transit, LLC's Motion for Confidential Treatment of Portions of Its 2021 Annual TNC Reports. CPUC Rulemaking R12-12-011. Filed 7/16/2021.

[9] Joint Motion of the Consumer Protection and Enforcement Division and Uber Technologies, Inc. CPUC Rulemaking R12-12-011. Filed 1/3/2022.

[10] Appeal of Lyft, Inc. Re: Ruling: Denying, in part, Motions by Uber Technologies, Inc. And Lyft Inc for Confidential Treatment of in Their 2020 Annual Reports. CPUC Rulemaking R12-12-011. Filed 5/28/2021.

[11] Lyft, Inc's Emergency Motion for Stay of Decision Denying Appeal of Lyft, Inc. Re: Ruling Denying, in Part, Motions by Uber Technologies, Inc. and Lyft, Inc. for Confidential Treatment of Certain Information in Their 2020 Annual Reports. CPUC Rulemaking R12-12-011. Filed 5/6/2022.

[12] Application for Rehearing of Lyft, Inc. of Decision 20-03-014 Regarding Data Confidentiality Issues Track 3. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

APPENDIX B: COMPLETENESS INVENTORY OF THE 2020 PUBLIC TNC ANNUAL REPORTS

B.1. Driver Names & IDs

Table 1: Driver Names & IDs Report Compliance Summary

Template			Uber			Lyft		
Field	***Mandatory or Optional***	***Field Description***	***Status***	***Matched Field***	***Count of Missing Values***	***Status***	***Matched Field***	***Count of Missing Values***
TNCID	Mandatory	TNC Carrier ID number	Withheld per 2020 Confidentiality Ruling			Withheld per 2020 Confidentiality Ruling		
SubmissionDate	Mandatory	File submission date						
DriverID	Mandatory	Driver identification ID						
DriverFirstName	Mandatory	Driver first name						
DriverMI	Optional	Driver middle initials						
DriverLastName	Mandatory	Driver last name						
DriverLicNum	Mandatory	Driver license ID						
DriverLicState	Mandatory	Driver license state						
DriverLicExp	Mandatory	Driver license expiration date						

B.2. Accessibility Report (Confidential)

Table 2: Accessibility Report (Confidential) Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Month	Mandatory	Month of Reporting Period	Included	Month	0	Included	Month	0
Year	Mandatory	Year of Reporting Period	Included	Year	0	Included	Year	0
NumRidesReq	Mandatory	Number of Rides Requested	Included	NumRidesReq	0	Included	NumRidesReq	0
HrsAccessVehAvail	Mandatory	Hours Wheelchair Accessible Vehicles Available	Included	HrsAccessVehAvail	0	Included	HrsAccessVehAvail	0
NumAccessVeh	Mandatory	Number of Wheelchair Accessible Vehicles	Included	NumAccessVeh	0	Included	NumAccessVeh	0
NumAccessVehReq	Mandatory	Number of Customer Requests for Wheelchair Accessible Vehicles	Included	NumAccessVehReq	0	Included	NumAccessVehReq	0
PercentAccessVehReq	Mandatory	Percentage of Customer Requests for Wheelchair Accessible Vehicles	Included	PercentAccessVehReq	0	Included	PercentAccessVehReq	0
NumAccessVehFilled	Mandatory	Number of Fulfilled Accessible Vehicle Requests	Included	NumAccessVehFilled	0	Included	NumAccessVehFilled	0
PercentAccessVehFilled	Mandatory	Percentage of Fulfilled Accessible Vehicle Requests	Included	PercentAccessVehFilled	0	Included	PercentAccessVehFilled	0

B.3. Accessibility Report (Public)

Table 3: Accessibility Report (Public) Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Quarter	Mandatory	Quarter of reporting period	Included	Quarter	0	Included	Quarter	0
Year	Mandatory	Year of reporting period	Included	Year	0	Included	Year	0
HrsAccessVehAvail	Mandatory	Hours Wheelchair Accessible Vehicles Available	Included	HrsAccessVehAvail	0	Included	HrsAccessVehAvail	0
NumAccessVeh	Mandatory	Number of Wheelchair Accessible Vehicles	Included	NumAccessVeh	0	Included	NumAccessVeh	0
NumAccessVehReq	Mandatory	Number of Customer Requests for Wheelchair Accessible Vehicles	Included	NumAccessVehReq	0	Included	NumAccessVehReq	0
PercentAccessVehReq	Mandatory	Percentage of Customer Requests for Wheelchair Accessible Vehicles	Included	PercentAccessVehReq	0	Included	PercentAccessVehReq	0
NumAccessVehFilled	Mandatory	Number of Fulfilled Wheelchair Accessible Vehicle Requests	Included	NumAccessVehFilled	0	Included	NumAccessVehFilled	0
PercentAccessVehFilled	Mandatory	Percentage of Fulfilled Wheelchair Accessible Vehicle Requests	Included	PercentAccessVehFilled	0	Included	PercentAccessVehFilled	0

B.4. Accessibility Complaints (Confidential)

Table 4: Accessibility Complaints (Confidential) Report Compliance Summary

Field	Template		Uber			Lyft		
	Mandatory or Optional	Field Description	Status	Matched Field	Count of Missing Values	Status	Matched Field	Count of Missing Values
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DateDiscrim	Mandatory	Date of Accessibility complaint	Included	DateDiscrim	0	Mislabeled	datediscrim	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
ServiceIssue	Mandatory	Alleged Transportation Service Issue	Included	ServiceIssue	0	Mislabeled	serviceissue	0
Resolution	Mandatory	Resolution	Included	Resolution	0	Mislabeled	resolution	0
Comments	Optional	Additional comments	Included	Comments	0	Mislabeled	comments	0

B.5. Accessibility Complaints (Pub)

Table 5: Accessibility Complaints (Pub) Report Compliance Summary

Field	Template		Uber			Lyft		
	Mandatory or Optional	Field Description	Status	Matched Field	Count of Missing Values	Status	Matched Field	Count of Missing Values
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DateDiscrim	Mandatory	Date of Accessibility complaint	Included	DateDiscrim	0	Mislabeled	datediscrim	0
Resolution	Mandatory	Resolution	Included	Resolution	0	Mislabeled	resolution	0
Comments	Optional	Additional comments	Included	Comments	0	Mislabeled	comments	0

B.6. Accidents & Incidents

Table 6: Accidents & Incidents Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Waybill	Mandatory	Waybill Number of Trip.	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number.	Included	ComplaintID	0	Included	ComplaintID	1550
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
IncidentAccidentDate	Mandatory	Datetime of Incident/Accident	Included	IncidentAccidentDate	0	Included	IncidentAccidentDate	10
IncidentAccidentLat	Mandatory	Incidents & Accidents Location Latitude	Confidential			Confidential		
IncidentAccidentLong	Mandatory	Incidents & Accidents Location Longitude	Confidential			Confidential		
IncidentAccidentZip	Mandatory	Incidents & Accidents Location Zip Code	Included	IncidentAccidentZip	434	Included	IncidentAccidentZip	535
IncidentAccidentCB	Mandatory	Incidents & Accidents Location Census Block	Included	IncidentAccidentCB	356	Included	IncidentAccidentCB	530
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Included	ComplaintFiledDate	0
IncidentAccidentType	Mandatory	Type of Incident and Accident	Included	IncidentAccidentType	0	Included	IncidentAccidentType	57
IncidentAccidentParty	Mandatory	Party that lead to the incident/accident (Driver, Passenger, Third Party)	Included	IncidentAccidentParty	0	Included	IncidentAccidentParty	11877
IncidentAccidentClaim	Mandatory	Claim as to what caused incident/accident	Included	IncidentAccidentClaim	0	Included	IncidentAccidentClaim	11877
IncidentAccidentOtherParty	Mandatory	Other party in incident/accident (pedestrian, bicyclist, motorcyclist, motorist, etc.)	MISSING			MISSING		
CollisionDescr	Mandatory	Description of collision or complaint	Included	CollisionDescr	0	Included	CollisionDescr	1599
PrimaryCollisionFactor	Mandatory	Who was cited/ticketed/had license suspended, found to be a	Included	PrimaryCollisionFactor	0	Included	PrimaryCollisionFactor	11877

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
		primary collision factor (CHP Form 555 or similar)						
IncidentAccidentGuiltyParty	Mandatory	Who was found guilty of incident/accident by a criminal court	Included	IncidentAccidentGuiltyParty	14805	Included	IncidentAccidentGuiltyParty	11877
Liability	Mandatory	Found liable by a civil court or through arbitration (Y/N)	Included	Liability	14805	Included	Liability	11877
ProceedingInProgress	Mandatory	If a criminal or civil proceeding in progress, state venue	Included	ProceedingInProgress	14805	Included	ProceedingInProgress	1550
CourtFileNum	Mandatory	If a criminal or civil proceeding in progress, state court file number	Included	CourtFileNum	14805	Included	CourtFileNum	11877
ProceedingStatus	Mandatory	If a criminal or civil proceeding in progress, state status of proceeding	Included	ProceedingStatus	14805	Included	ProceedingStatus	11877
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Included	PoolTrip	1642
AmountPaidAnyParty	Mandatory	Amount Paid to Any Party Involved in Accident	Confidential			Confidential		
AmountPaidDriverIns	Mandatory	Amount Paid by Driver's Insurance	Confidential			Confidential		
AmountPaidTNC	Mandatory	Amount Paid by TNC's Insurance	Confidential			Confidential		
AmountPaidOther	Mandatory	Amount Paid by Any Other Source	Confidential			Confidential		
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Included	ComplaintResolveDate	0	Included	ComplaintResolveDate	2765
AccidentPeriod	Mandatory	Period of Accident	Included	AccidentPeriod	0	Included	AccidentPeriod	0

B.7. Assaults & Harassments

Table 7: Assaults & Harassments Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Confidential			Confidential		
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
AssautHarassDate	Mandatory	Datetime of Alleged Assault / Harrassment	Mislabeled	AssautHarrassDate		Mislabeled	assautharassdate	0
AssautHarassLat	Mandatory	Alleged Assault / Harrassment Location Latitude	Confidential			Confidential		
AssautHarassLong	Mandatory	Alleged Assault / Harrassment Location Longitude	Confidential			Confidential		
AssautHarassZip	Mandatory	Alleged Assault / Harrassment Location Zip Code	Included	AssautHarassZip	7	Mislabeled	assautharasszip	1
AssautHarassCB	Mandatory	Alleged Assault / Harrassment Location Census Block	Included	AssautHarassCB	0	Mislabeled	assautharasscb	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Confidential			Confidential		
Investigation	Mandatory	Investigation Conducted? (Y/N)	Mislabeled	Investigation	0	Mislabeled	investigation	0
DriverSuspendDate	Mandatory	Datetime Driver Suspended (if applicable)	Included	DriverSuspendDate	0	Mislabeled	driversuspenddate	17294
PassengerSuspendDate	Mandatory	Datetime Passenger Suspended (if applicable)	Included	PassengerSuspendDate	1515	Mislabeled	passengersuspenddate	18178
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Confidential			Confidential		
AssautHarassType	Mandatory	Type of Assualt and Harassment	Confidential			Confidential		
AssautHarassDescr	Mandatory	Description of Alleged Sexual Assault/Harassment	Confidential			Confidential		
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Mislabeled	pooltrip	0
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolveDescr	Mandatory	Description of How Complaint was Resolved	Confidential			Confidential		
DriverCurrentAuth	Mandatory	Is Driver Currently Authorized to Drive for TNC? (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0

B.8. 50,000+ Miles

Table 8: 50,000+ Miles Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
LeaseOwned	Mandatory	Vehicle Leased or Owned	Included	LeaseOwned	0	Mislabeled	leaseowned	0
TotalMiles	Mandatory	Total Miles Driven	Included	TotalMiles	0	Mislabeled	totalmiles	0

B.9. Number of Hours

Table 9: Number of Hours Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	Tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	Submission Date	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
MonthsWorked	Mandatory	Total Months Worked	Included	MonthsWorked	0	Mislabeled	Months Worked	0
DaysWorked	Mandatory	Total Days Worked	Included	DaysWorked	0	Mislabeled	Days Worked	0
DriverHoursYear	Mandatory	Year of Driver Hours Recorded	Included	DriverHoursYear	0	Mislabeled	Driver Hours Year	0
DriverHoursMonth	Mandatory	Month of Driver Hours Recorded	Included	DriverHoursMonth	0	Mislabeled	Driver Hours Month	0
DriverHoursDay	Mandatory	Day of Driver Hours Recorded	Included	DriverHoursDay	0	Mislabeled	Driver Hours Day	0

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
DriverHoursRecordedDay	Mandatory	Number of Driver Hours Recorded for the Day	Included	DriverHoursRecordedDay	0	Mislabeled	Driver Hours Recorded Day	0
TotalHoursMth	Mandatory	Total Hours Recorded for Month	Included	TotalHoursMth	0	Mislabeled	Total Hours Mth	0
MeanHoursMth	Mandatory	Mean Hours Recorded for Month	Included	MeanHoursMth	0	Mislabeled	Mean Hours Mth	0
MedianHoursMth	Mandatory	Median Hours Recorded for Month	Included	MedianHoursMth	0	Mislabeled	Median Hours Mth	0

B.10. Number of Miles

Table 10: Number of Miles Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	Tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	Submission Date	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
MonthsWorked	Mandatory	Total Months Worked	Included	MonthsWorked	0	Mislabeled	Months Worked	0
DaysWorked	Mandatory	Total Days Worked	Included	DaysWorked	0	Mislabeled	Days Worked	0
DriverMilesYear	Mandatory	Year of Driver Miles Recorded	Included	DriverMilesYear	0	Mislabeled	Driver Miles Year	0
DriverMilesMonth	Mandatory	Month of Driver Miles Recorded	Included	DriverMilesMonth	0	Mislabeled	Driver Miles Month	0
DriverMilesDay	Mandatory	Day of Driver Miles Recorded	Included	DriverMilesDay	0	Mislabeled	Driver Miles Day	0
DriverMilesRecordedDay	Mandatory	Number of Driver Miles Recorded for the Day	Included	DriverMilesRecordedDay	5	Mislabeled	Driver Miles Recorded Day	0
TotalMilesMth	Mandatory	Total Miles Recorded for Month	Included	TotalMilesMth	2	Mislabeled	Total Miles Mth	0
MeanMilesMth	Mandatory	Mean Miles Recorded for Month	Included	MeanMilesMth	2	Mislabeled	Mean Miles Mth	0
MedianMlesMth	Mandatory	Median Miles Recorded for Month	Included	MedianMlesMth	2	Mislabeled	Median Mles Mth	0

B.11. Driver Training

Table 11: Driver Training Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverTrainMth	Mandatory	Month of Driver Miles Recorded	Included	DriverTrainMth	0	Mislabeled	drivertrainmth	0
DriverTrainYear	Mandatory	Year of Driver Miles Recorded	Included	DriverTrainYear	0	Mislabeled	drivertrainyear	0
EligibleDrivers	Mandatory	Total Number of Drivers that Became Eligible and Completed Driver Training Course	Included	EligibleDrivers	0	Mislabeled	eligibledrivers	0

B.12. Law Enforcement Citations

Table 12: Law Enforcement Citations Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Included	ComplaintID	7711	Included	ComplaintID	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	7573	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	7711	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	7711	MISSING		
CitationOfficerFirstName	Mandatory	First Name Officer Who Issued Citation	Included	CitationOfficerFirstName	7711	Included	CitationOfficerFirstName	6259
CitationOfficerMI	Optional	Middle Initial of Officer Who Issued Citation	Included	CitationOfficerMI	0	Included	CitationOfficerMI	6259
CitationOfficerLastName	Mandatory	Last Name of Officer Who Issued Citation	Included	CitationOfficerLastName	7711	Included	CitationOfficerLastName	6259
CitationLocation	Mandatory	Location of Citation (e.g. LAX, SFO)	Included	CitationLocation	0	Included	CitationLocation	0
NumViolations	Mandatory	Number of Violations	Included	NumViolations	1029	Included	NumViolations	480
AmountCitation	Mandatory	Amount of Each Citation	Included	AmountCitation	1029	Included	AmountCitation	186
CitationAppeal	Mandatory	Was Citation Appealed? (Y/N)	Included	CitationAppeal	7709	Included	CitationAppeal	5751
CitationAmount	Mandatory	Final Total Citation Amount	Included	CitationAmount	681	Included	CitationAmount	215
Payor	Mandatory	Who Paid? (Driver, TNC, etc.)	Included	Payor	0	Included	Payor	0
CitationReason	Mandatory	Citation Reasons	Included	CitationReason	0	Included	CitationReason	0

B.13. Off-platform Solicitation

Table 13: Off-platform Solicitation Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
IncidentDate	Mandatory	Datetime of Off-platform Incident	Included	IncidentDate	0	Mislabeled	incidentdate	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Mislabeled	complaintfileddate	0
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Included	ComplaintResolveDate	0	Mislabeled	complaintresolvedate	6
OffPlatformSolicitationLat	Mandatory	Off-Platform Solicitation Location Latitude	Confidential			Confidential		
OffPlatformSolicitationLong	Mandatory	Off-Platform Solicitation Location Longitude	Confidential			Confidential		
OffPlatformSolicitationZip	Mandatory	Off-Platform Solicitation Zip Code	Included	OffPlatformSolicitationZip	0	Mislabeled	offplatformsolicitationzip	1
OffPlatformSolicitationCB	Mandatory	Off-Platform Solicitation Census Bureau	Included	OffPlatformSolicitationCB	0	Mislabeled	offplatformsolicitationcb	0
OffPlatformSolicitationDescr	Mandatory	Description of Off-Platform Solicitation Complaint	Included	OffPlatformSolicitationDescr	0	Mislabeled	offplatformsolicitationdescr	0
InvestigationConducted	Mandatory	Investigation Conducted? (Y/N)	Included	InvestigationConducted	0	Mislabeled	investigationconducted	0
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolvedDescr	Mandatory	Description of How Complaint was Resolved	Included	ComplaintResolvedDescr	0	Mislabeled	complaintresolveddescr	0
DriverCurrentAuth	Mandatory	Whether Driver is Currently Authorized to Drive for TNC (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0

B.14. Aggregated Requests Accepted

Table 14: Aggregated Requests Accepted Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
ZipCodeRequest	Mandatory	Zip Code of Request	Included	ZipCodeRequest	1	Included	ZipCodeRequest	0
TotalAcceptedTrips	Mandatory	Total Accepted Trips	Included	TotalAcceptedTrips	0	Included	TotalAcceptedTrips	0

B.15. Requests Accepted

Table 15: Requests Accepted Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip.	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Confidential			Confidential		
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
AppOnOrPassengerDroppedOffLat	Mandatory	Latitude of Driver When Driver App is Turned on or Last Passenger is Dropped off	Confidential			Confidential		
AppOnOrPassengerDroppedOffLong	Mandatory	Longitude of Driver When Driver App is Turned on or Last Passenger is Dropped off	Confidential			Confidential		
AppOnOrPassengerDroppedOffZip	Mandatory	Zip Code of Driver When Driver App is Turned on or Last Passenger is Dropped off	Included	AppOnOrPassengerDroppedOffZip	120091	MISSING		
AppOnOrPassengerDroppedOffCB	Mandatory	Census Block of Driver When Driver App is Turned on or Last Passenger is Dropped off	Included	AppOnOrPassengerDroppedOffCB	14599	MISSING		
TripReqRequesterLat	Mandatory	Latitude of Requester (at time of trip request)	Confidential			Confidential		
TripReqRequesterLong	Mandatory	Longitude of Requester (at time of trip request)	Confidential			Confidential		
TripReqRequesterZip	Mandatory	Zip Code of Requester (at time of trip request)	Included	TripReqRequesterZip	33600	MISSING		

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TripReqRequesterCB	Mandatory	Census Block Code of Requester (at time of trip request)	Included	TripReqRequesterCB	71	MISSING		
TripReqDriverLat	Mandatory	Latitude of Driver (at time of trip request)	Confidential			Confidential		
TripReqDriverLong	Mandatory	Longitude of Driver (at time of trip request)	Confidential			Confidential		
TripReqDriverZip	Mandatory	Zip Code of Driver (at time of trip request)	Included	TripReqDriverZip	178891	MISSING		
TripReqDriverCB	Mandatory	Census Block Code of Driver (at time of trip request)	Included	TripReqDriverCB	7842	MISSING		
TripReqDate	Mandatory	Datetime of Trip Request	Included	TripReqDate	0	MISSING		
PeriodOneMilesTraveled	Mandatory	Period 1 Miles Traveled (app open to when match is accepted)	Included	PeriodOneMilesTraveled	0	MISSING		
ReqAcceptedDate	Mandatory	Datetime Request was Accepted	Included	ReqAcceptedDate	3523	MISSING		
ReqAcceptedLat	Mandatory	Latitude of Driver (at time trip request was accepted)	Confidential			Confidential		
ReqAcceptedLong	Mandatory	Longitude of Driver (at time trip request was accepted)	Confidential			Confidential		
ReqAcceptedZip	Mandatory	Zip Code of Driver (at time trip request was accepted)	Included	ReqAcceptedZip	178891	MISSING		
ReqAcceptedCB	Mandatory	Census Block Code of Driver (at time trip request was accepted)	Included	ReqAcceptedCB	7842	MISSING		
PassengerPickupDate	Mandatory	Datetime of Passenger Pick-up	Included	PassengerPickupDate	0	MISSING		
PeriodTwoMilesTraveled	Mandatory	Period 2 Miles Traveled (match accepted to when passenger is in the vehicle)	Included	PeriodTwoMilesTraveled	0	MISSING		
PassengerPickupLat	Mandatory	Latitude of Passenger Pick-up	Confidential			Confidential		

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
PassengerPickupLong	Mandatory	Longitude of Passenger Pick-up	Confidential			Confidential		
PassengerPickupZip	Mandatory	Zip Code of Passenger Pick-up	Included	PassengerPickupZip	4261	MISSING		
PassengerPickupCB	Mandatory	Census Block Code of Passenger Pick-up	Included	PassengerPickupCB	518	MISSING		
PassengerDropoffDate	Mandatory	Datetime of Passenger Drop-off	Included	PassengerDropoffDate	0	MISSING		
PassengerDropoffLat	Mandatory	Latitude of Passenger Drop-off	Confidential			Confidential		
PassengerDropoffLong	Mandatory	Longitude of Passenger Drop-off	Confidential			Confidential		
PassengerDropoffZip	Mandatory	Zip Code of Passenger Drop-off	Included	PassengerDropoffZip	36276	MISSING		
PassengerDropoffCB	Mandatory	Census Block Code of Passenger Drop-off	Included	PassengerDropoffCB	29825	MISSING		
PeriodThreeMilesTraveled	Mandatory	Period 3 Miles Traveled (passenger is in the vehicle to time passenger safely exits the vehicle)	Included	PeriodThreeMilesTraveled	0	MISSING		
Pool Request	Mandatory	Whether Passenger Requested to Fare-Split ("Shared/Pooled") Trip (Y/N)	Included	Pool Request	0	Mislabeled	pool_request	0
Pool Match	Mandatory	Whether Passenger Matched to Fare-Split ("Shared/Pooled") Trip (Y/N)	Included	Pool Match	0	Mislabeled	pool_match	0
TotalAmountPaid	Mandatory	Total Amount Paid for Trip	Included	TotalAmountPaid	0	MISSING		
Tip	Mandatory	Tip Amount of Total Amount Paid	Included	Tip	0	Mislabeled	tip	0
SurgePricing	Mandatory	Surge Pricing in Effect? (Y/N)	Included	SurgePricing	0	Mislabeled	surgepricing	0
VehicleOccupancy	Mandatory	Vehicle Occupancy	Included	VehicleOccupancy	136989626	Mislabeled	vehicleoccupancy	0
ServiceType	Mandatory	Type of Service (e.g. Uber Black, Uber X, Lyft Lux, etc.)	Included	ServiceType	0	Mislabeled	servicetype	0
			Extra Field	File Paths				

B.16. Aggregated Requests Not Accepted

Table 16: Aggregated Requests Not Accepted Report Compliance Summary

Template			Uber			Lyft		
Field	***Mandatory or Optional***	***Field Description***	***Status***	***Matched Field***	***Count of Missing Values***	***Status***	***Matched Field***	***Count of Missing Values***
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
ZipCodeRequest	Mandatory	Zip Code of Request	Included	ZipCodeRequest	1	Mislabeled	zipcoderequest	0
TotalNotAcceptedTrips	Mandatory	Total Accepted Trips	Included	TotalNotAcceptedTrips	0	Mislabeled	totalnotacceptedtrips	0

B.17. Requests Not Accepted

Table 17: Requests Not Accepted Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Mislabeled	Carrier_ID		Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
TripReqDate	Mandatory	Datetime of Trip Request	Included	TripReqDate	0	Included	TripReqDate	0
TripReqRequesterLat	Mandatory	Latitude of Requester (at the time of trip request)	Confidential			Confidential		
TripReqRequesterLong	Mandatory	Longitude of Requester (at the time of trip request)	Confidential			Confidential		
TripReqRequesterZip	Mandatory	Zip Code of Requester (at the time of trip request)	Included	TripReqRequesterZip	2171	MISSING		
TripReqRequesterCB	Mandatory	Census Block Code of Requester (at the time of trip request)	Included	TripReqRequesterCB	5	MISSING		
NotAcceptedDate	Mandatory	Datetime that trip request was not accepted	Included	NotAcceptedDate	42	MISSING		
NotAcceptedDriverLat	Mandatory	Latitude of Driver (at the time trip request was not accepted)	Confidential			Confidential		
NotAcceptedDriverLong	Mandatory	Longitude of Driver (at the time trip request was not accepted)	Confidential			Confidential		
NotAcceptedDriverZip	Mandatory	Zip Code of Driver (at the time trip request was not accepted)	Included	NotAcceptedDriverZip	2139	MISSING		
NotAcceptedDriverCB	Mandatory	Census Block Code of Driver (at the time trip request was not accepted)	Included	NotAcceptedDriverCB	181	MISSING		
NotAcceptedDriverReason	Mandatory	Reason / explanation for trip not being accepted by driver	Included	NotAcceptedDriverReason	0	Included	NotAcceptedDriverReason	5084341
Pool Request	Mandatory	Whether Passenger Requested to Fare-Split ("Shared/Pooled") Trip (Y/N)	Mislabeled	PoolRequest	62623	Mislabeled	PoolRequest	0

B.18. Suspended Drivers

Table 18: Suspended Drivers Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	39	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	41	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
SuspensionDate	Mandatory	Datetime of suspension	Included	SuspensionDate	41	Mislabeled	suspensiondate	0
ReactivationDate	Mandatory	Datetime of reactivation (if applicable)	Included	ReactivationDate	3063	Mislabeled	reactivationdate	16466
SuspensionReason	Mandatory	Examples include: Sexual assault, sexual harassment, consumed intoxicating substance	Confidential			Confidential		
DriverPermDeactivated	Mandatory	Driver Permanently Deactivated? (Y/N)	Included	DriverPermDeactivated	41	Mislabeled	driverpermdeactivated	0

B.19. Total Violations & Incidents

Table 19: Total Violations & Incidents Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
DriversNotSuspended	Mandatory	Number of drivers that were found to have committed a violation but were not suspended	Included	DriversNotSuspended	0	Included	DriversNotSuspended	0
DriversSuspended	Mandatory	Number of drivers that were found to have committed a violation and were suspended	Included	DriversSuspended	0	Included	DriversSuspended	0
DriversCommittedViolation	Mandatory	Total number of drivers found to have committed a violation	Included	DriversCommittedViolation	0	Included	DriversCommittedViolation	0

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
ViolationsIncidentsReported	Mandatory	Total Number of Violations or Incidents Reported to TNC Involving a Driver	Included	ViolationsIncidentsReported	0	Included	ViolationsIncidentsReported	0

B.20. Zero Tolerance

Table 20: Zero Tolerance Report Compliance Summary

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Included	ComplaintID	0	Mislabeled	complaintid	0
DriverID	Mandatory	Driver Identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
ZeroToleranceDate	Mandatory	Datetime of Zero Tolerance Incident	Included	ZeroToleranceDate	0	Mislabeled	zerotolerancedate	0
ZeroToleranceLat	Mandatory	Zero Tolerance Incident Location Latitude	Confidential			Confidential		
ZeroToleranceLong	Mandatory	Zero Tolerance Incident Location Longitude	Confidential			Confidential		
ZeroToleranceZip	Mandatory	Zero Tolerance Incident Location Zip Code	Included	ZeroToleranceZip	4	Mislabeled	zerotolerancezip	0
ZeroToleranceCB	Mandatory	Zero Tolerance Incident Location Census Block	Included	ZeroToleranceCB	2	Mislabeled	zerotolerancecb	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Mislabeled	complaintfileddate	0
ComplaintResolveDate	Mandatory	Investigation Conducted? (Y/N)	Included	ComplaintResolveDate	0	Mislabeled	complaintresolvedate	79
ZeroToleranceDescr	Mandatory	Description of Zero Tolerance Complaint	Included	ZeroToleranceDescr	0	Mislabeled	zerotolerancedescr	0
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Mislabeled	pooltrip	0
Investigation	Mandatory	Investigation Conducted? (Y/N)	Mislabeled	Investigation	0	Mislabeled	investigation	0

Template			Uber			Lyft		
Field	*Mandatory or Optional*	*Field Description*	*Status*	*Matched Field*	*Count of Missing Values*	*Status*	*Matched Field*	*Count of Missing Values*
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolveDescr	Mandatory	Description of How Complaint was Resolved	Included	ComplaintResolveDescr	0	Mislabeled	complaintresolvedescr	0
DriverCurrentAuth	Mandatory	Is Driver Currently Authorized to Drive for TNC? (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0

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San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 12

DATE: April 22, 2023

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 05/09/23 Board Meeting: Preliminary Fiscal Year 2023/24 Budget and Work Program

RECOMMENDATION ☒ **Information** ☐ **Action**	☐ Fund Allocation
None. This is an information item.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2023/24 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.	☐ Plan/Study
	☐ Capital Project Oversight/Delivery
	☒ Budget/Finance
	☐Contract/Agreement
	☐ Other: _____

BACKGROUND

Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 23-46) and Administrative Code (Ordinance 23-01) (both pending final approval at the April 25, 2023 meeting), the Board shall set the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, and adopt the budget prior to June 30 of each year.

DISCUSSION

The preliminary FY 2023/24 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); and administering the Prop D Traffic Congestion Mitigation Tax program (TNC Tax). The Treasure Island Mobility Management Agency (TIMMA) program will not be presented in this preliminary budget but incorporated into the proposed budget and work program in

June 2023. 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 2023/24. 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, and TNC Tax program in Attachment 2 reflects five of six of our distinct responsibilities and mandates, excluding TIMMA. 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 2023/24 Budget and Work Program will be presented as a separate item to the TIMMA Committee and TIMMA Board at meetings in the May/June timeframe, which we are in the process scheduling.

Revenues. Total revenues are projected to be $182.0 million and are budgeted to increase by an estimated $19.6 million from the FY 2022/23 Amended Budget, or 12.1%. Sales tax revenues, net of interest earnings, are projected to be $112.4 million or 61.6% of revenues. This is an increase of $1.1 million compared to the budgeted sales tax revenues of $111.2 million for FY 2022/23 as there will be a slowing in pace of growth in the latter half of FY 2022/23 and leading into FY 2023/24 given the higher interest rates, reduced savings levels, reduced goods consumption, and weakened consumer confidence. The reduction in taxable sales will be partially offset by lingering inflation in the economy for at least the next year. Growth is expected to return to more typical levels within FY 2024/25. TNC tax revenues are projected to be $10.2 million or 5.6% of revenues. This is an increase of $2.7 million compared to the budgeted TNC tax revenues of $7.5 million for FY 2022/23, which is in alignment with the Controller's Office projections. However, revenues continue to be affected by changes in travel demand brought on by the pandemic. Program revenues are projected to be $53.2 million or 29.2% of revenues. This is an increase of $15.4 million compared to the budgeted program revenues of $37.8 million for FY 2022/23, which is largely due to increased federal and state funding for construction activities for the Yerba Buena Island (YBI) West Side Bridges Project and design work for the YBI Hillcrest Road Improvement Project.

Expenditures. Total expenditures are projected to be about $258.1 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 $222.4 million. Capital projects costs are 86.2% of total projected expenditures, with another 4.0% of personnel expenditures and 1.4% of non-personnel expenditures budgeted for administrative operating costs, and 8.4% for debt service and interest costs. Capital project costs in FY 2023/24 are budgeted to increase by $73.2 million, or 49.1%, from the FY 2022/23 amended budget, which is primarily due to the increases in Sales Tax program capital expenditures related to the primary driver SFMTA's Light Rail Vehicle procurement, followed by Muni Facility projects including 1399 Marin Street and Potrero Yard, L-Taraval Transit Enhancements, Muni Guideways projects, Van Ness Bus Rapid Transit, Paratransit, and Better Market Street as well as CMA program capital expenditures related to construction activities for the YBI West Side Bridges project and design work for the YBI Hillcrest Road Improvements project.

Debt service costs of $21.7 million are for costs related to the assumed fees and interests for the expected $75 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. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program that 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 2023/24 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. We had budgeted for a $20 million drawdown in our FY 2022/23 amended budget. The estimated level of sales tax capital expenditures for FY 2023/24 may trigger the need to drawdown up to an additional $75 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 appropriations of Prop K to projects such as the US 101/I-280 Managed Lanes and Express Bus, I-280 Ocean Avenue South Bound Off-Ramp Realignment, 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 $59.2 million in total fund balances, as a result of the anticipated $75 million Revolving Credit Loan Agreement drawdown.

Next Steps. The preliminary FY 2023/24 budget will be presented for information to the Board at its May 9 meeting. The final proposed FY 2023/24 Annual Budget and Work Program will be presented to the Community Advisory Committee at its May 24 meeting and the Board at its June 13 and 27 meetings. A public hearing will precede consideration of the FY 2023/24 Annual Budget and Work Program at the June 13 Board meeting.

FINANCIAL IMPACT

As described above.

CAC POSITION

None. This is an information item that will be presented to the Community Advisory Committee at its April 26 meeting.

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 Fiscal Year 2023/2024 Annual Work Program

The Transportation Authority's Fiscal Year (FY) 2023/24 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 (this is the inaugural year for Prop L); 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 2023/24 Work Program will be reflected in the Transportation Authority work program, as relevant, after it is presented to the TIMMA Committee.

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. In FY 2023/24, we will launch early actions to implement recommendations from the San Francisco Transportation Plan 2050 (SFTP), adopted in December 2022 as the third phase of the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. The SFTP 2050 serves as a future transportation policy and investment blueprint for the city. This year we will use the recommendations from the SFTP 2050 to provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050 Plus and Transit 2050 Plus, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. We will also continue to further corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes research and neighborhood-based active travel demand and congestion management as the economy continues to recover and evolve and we gain a better understanding of the permanency and impacts of pandemic-induced changes such as the increased prevalence of remote work. Most of

the FY 2023/24 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 the Policy and Programming divisions. Proposed activities include:

Active Congestion Management

- **COVID-Era Congestion Tracker Expansion and Downtown Travel Trends.** 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. To address the need for more data in an era of persistent uncertainty, the Transportation Authority will expand the COVID-Era Congestion Tracker to incorporate new data sources and report a wider range of metrics. We will continue with monthly updates to the COVID-Era Congestion Tracker (https://covid-congestion.sfcta.org/), an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor changes in roadway congestion in order to identify emerging congestion "hot spots'' and identify appropriate management strategies. The Congestion Tracker now covers all major arterials in the city and reports hourly-level statistics from January 2020 to the present day. This year we expect to expand the Congestion Tracker to include additional metrics such as roadway volumes at key cordons, as well as local and regional transit ridership. In addition, we expect to incorporate additional metrics derived from 'Big Data' sources to track trends over time of changes in trip-making. We will also use these data to develop a profile of trends in downtown travel patterns before, during, and after COVID, to help inform strategies for downtown revitalization. We will release an on-line version of the 2023 Congestion Management Program (CMP) that will allow decision-makers and the public to interactively access key system performance metrics. We will complete collection of travel diary data, in collaboration with the Metropolitan Transportation Commission (MTC) and other Bay Area agencies, which will provide detailed information about post-COVID individual and household travel patterns. The survey data will support the SF-CHAMP model development, the CMP, and the Downtown Travel Trends effort.

- **Innovative Travel Demand Management (TDM).** Implement 2021 Climate Action Plan (CAP) recommendations by conducting the 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 will identify a set of pilots or policy measures to reduce emissions associated with deliveries. We will also conduct 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 recommend TDM interventions by sub-market and will recommend an evaluation framework and pipeline of follow-on TDM initiatives. We anticipate that this will include scoping of one or more pilots to either lead or support in the areas of mobility services integration and multi-modal payments technology. The TDM Market Analysis will inform an anticipated update of the TDM Strategic Plan which we will develop in collaboration with SFMTA, SF Environment, and the Planning Department. This plan will inform future programming of Prop L TDM funds. Finally, we will

seek funding to launch and lead a new collective of Transportation Management Associations (TMAs), a public-private collaboration between private and nonprofit TMAs and the Interagency TDM Working Group. As part of this role, seek funding to launch and operate a one-stop online travel options portal focused on traveler discounts and benefits.

SFTP Implementation and Board Support

- **Neighborhood Transportation Program (NTP) Cycle 3 (Fiscal Years 2023/24-2027/28).** We will identify and advance new projects through Cycle 3 of the Prop L sales tax-funded NTP and monitor implementation of previously funded NTIP projects. Funds for Cycle 3, which will be approved through the Neighborhood Transportation Program 5-Year Prioritization Program (5YPP), will likely 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 Transportation Authority Board members and SFMTA's NTP Coordinator. We will continue to lead NTP projects in four City supervisorial districts District 1 (Richmond Multimodal Transportation Plan), District 2 (Safety Study), District 4 (On-Demand Microtransit Business Plan), and District 6 (Mission Bay School Access Plan). We will work with Commissioners to scope potential NTP planning efforts and/or seek other funding for planning efforts in District 3 (Walter U Lum plaza design), District 7 (Lincoln Way Safety and Circulation Study), and District 9 (Mission Community Based Transportation Plan), and we anticipate seeking NTIP and/or other funding to advance the medium to long-term recommendations of the D5 NTIP, Octavia Circulation Study, regarding providing carpool and regional/local transit priority treatments and the D7 Ocean Avenue Mobility Action Plan.

- **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 launch in FY 2023/24.

Long Range, Countywide, and Inter-Jurisdictional Planning

- **PBA 2050+ and Transit 2050+.** We will use recommendations from SFTP 2050 (adopted by the Board in 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 officially launch in Spring 2023. 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 Resilience Projects 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+ will be developed in parallel with PBA 2050+ and will provide input in the final investment plan known as the Blueprint. This is a fast process expected to be completed by July 2024.

- **PBA 2050 Implementation (Plan).** We will continue to provide input to numerous regional efforts from MTC's piloting of more equitable toll policies, Transit Oriented Communities policy, the Rail Partnership and Governance Assessment, the Next Generation Bay Area Freeways Study, and implementation of the Transit Transformation Plan. 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 (CTAs), regional transit agencies, and other community stakeholders.

- **Geary/19th Ave Subway and Regional Connections Study.** This effort comprises the first phase of work for a rail subway along the Geary and 19th Avenue corridors including regional connections to the east and south, which was identified as a long-term transit expansion priority for San Francisco and the region in the Connect SF Transit Strategy. The first step of a multi-phase planning and development process, the Strategic Case will engage the public to establish the worthiness of the project and help identify key strategy considerations and project risks that will need to be explored in further phases. The Transportation Authority launched this effort in Fall 2022 in coordination with the SFMTA and SF Planning. The findings and recommendations of the Strategic Case will be brought before the Board before the end of FY 2023/24.

- **Bayview Caltrain Station Location Study.** In Fall 2022 we launched 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 as needed to support a final recommendation. We are also continuing to coordinate with the SF Planning and Caltrain to scope the environmental phase of work.

- **Managed Lane and Express Bus System Planning and Policy Support.** Building on the Streets and Freeways Study recommendations, we will also continue to develop the US 101/I-280 corridor. We continue to work on planning and regional coordination for the San Francisco freeway system, at pace with other regional and county agencies' activities on this front, as we continue advancement of concepts leading to environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd streets (Phase 1) as well as preliminary engineering and traffic analysis for expanded alternatives analysis of managed lanes options (including carpool and express lanes) for the southbound lanes on I-280 and US 101 to the San Mateo County line (described below under Deliver). We anticipate completing the outreach and environmental processes for Phase 1 this upcoming fiscal year. 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, given the need to address growing congestion in the freeway corridors serving San Francisco and to help prioritize Muni and regional bus service.

- **Brotherhood Way Safety and Circulation Plan.** With support from a Caltrans Sustainable Transportation Planning grant, this community-driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit along Brotherhood Way in southwest San Francisco. The Brotherhood Way Safety and Circulation Plan is a recommendation from the Streets and Freeways Study. Concepts will reduce modal conflicts in an area with demonstrated safety challenges, address and integrate developer-funded bicycle and pedestrian improvements west of the US 101 interchange and encourage mode shift by improving sustainable transportation options. The study will also engage community stakeholders through a working group appointed by the D7 and D11 offices to consider road realignment and redesign options within this equity priority community.

- **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 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) and MTC's efforts to implement the Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan. We will also continue to coordinate with Bay Area Rapid Transit (BART) and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to San Francisco.

- **SFTP Modal Planning Follow-on Studies.** Looking ahead, we anticipate working in collaboration with Board members, partners agencies and the community on the following, which will also be dependent upon securing funding through future appropriations or discretionary grants:

    - Community outreach and technical evaluation to adopt a preferred configuration for a near-term multimodal Candlestick Undercrossing, one of the near-term priorities of the 2013 Bi-County Study.

    - A Vision Plan and funding strategy for local waterfront ferry service, in partnership with the Water Emergency Transit Agency (WETA) and Bayshore development areas; (Districts 10, 6, 3, 2).

    - The Bayview Truck Safety and Circulation Plan, which would identify strategies to shift truck access to industrial areas in the southeast away from Third Street and other active transportation routes (District 10).

- Community outreach and technical evaluation, in partnership with SFMTA and the SF Planning Department, to assess land use and circulation opportunities associated with the Fillmore / Geary Underpass.

- West Side State Routes - potential Caltrans/local coordination of Ocean Beach Master Plan improvements for state routes Sloat/Skyline Boulevards and intersections with Sunset Boulevard and 19th Avenue (Hwy1).

- San Francisco traffic management, simulation and/or new mobility pilots with industry, community and/or research partners, and potential data collection initiatives to test/advance Vision Zero strategies, support the Downtown Traffic Study and/or measure TNC and AV impacts.

- San Francisco AV policy advisory, coordination and monitoring work including tracking on-street conditions, supporting Board of Supervisors Resolution 529-22 and coordination with industry, regulatory and community stakeholders on state and federal regulatory policy. Potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts.

Transportation Forecasting, Data and Analysis

- **Travel Forecasting and Analysis for Transportation Authority Studies.** We will provide modeling and data analysis to support efforts such as The Portal (Downtown Rail Extension); US 101/280 Managed Lanes and Express Bus Study; Bayview Caltrain Station Location Study; Neighborhood Program (NTP) studies; and the Brotherhood Way Safety and Circulation Plan. We will release our next major SF-CHAMP release (version 7) and also share analyses from our comprehensive 2023 Household Travel Diary survey that we are deploying in collaboration with MTC and the Santa Clara Valley Transportation Authority, including comparisons to our 2020 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 our Congestion Management Plan.

- **Congestion Management Program Update.** Every two years, we prepare an update to the San Francisco Congestion Management Program (CMP), which documents changes in multi-modal transportation system performance including average roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. We will support the evaluation of several initiatives including Van Ness Bus Rapid Transit (BRT) and High-Occupancy Vehicle (HOV) lanes on Park Presidio (Highway 1). We will lead CMP data collection efforts in spring 2023, and the CMP update will be completed in fall 2023. This year's CMP will establish mid-range performance targets to assess rates of progress towards SFTP 2050 goals. This year's CMP will also identify the next generation of needed land use and transportation area plans based on the latest adopted Housing Element and the SFTP 2050/Connect SF process, to inform the Prop L Development Oriented Transportation program. For the first time, the 2023 CMP update will include a fully interactive online version.

- **Modeling Service Bureau.** We provide modeling, data analysis, and technical advice to City agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.

- **Transportation Sustainability Program Evaluation Study.** We will advance research to quantify the effectiveness of the Transportation Demand Management (TDM) strategies included in San Francisco's Transportation Sustainability Program (TSP) in reducing vehicle miles traveled (VMT) and single-occupancy vehicle trips. Data collection to quantify the effects of TDM parking availability strategies on reducing VMT will be completed in fall of 2023.

- **TNC/AV Rulemaking.** We will continue to work with SFMTA to provide San Francisco's input to state and federal rulemaking opportunities, particularly related to the CPUC's regulation of TNCs including data sharing; and CARB implementation of the TNC "Clean Miles" legislation. We will also continue to work on state and federal autonomous vehicle (AV) policies through monitoring of local deployments, providing input on guidelines development and other legislative efforts.

- **Model Enhancements.** We will initiate updates to two components of the SF-CHAMP travel demand forecast model: the visitor model, which was implemented as part of the original model development process and does not reflect changes in visitor lodging, mode choices, and destinations; and the commercial vehicle model which was adapted from the regional model and which does not reflect increased levels of deliveries. In addition, we will analyze and incorporate the latest travel behavior survey data to establish a new "post-COVID" baseline that reflects increased levels of working from home, and changes in mode choices.

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 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. Notable efforts planned for FY 2023/24 include:

Implement Prop L. We will spend the first part of FY 2023/24 working with project sponsors and engaging with the Board and public to develop and seek Board adoption of the first Prop L Strategic Plan and 5-Year Prioritization Programs (5YPPs) that will identify the specific projects to be funded in the next five years for each of the 28 Prop L programs. An approved 5YPP is a prerequisite for allocation of funds. The 5YPPs will be brought to the Board in three rounds, with the Prop L Strategic Plan Baseline (establishes policies, revenue projections, and initial pay-go funding amounts

for programs), and a small first group of time sensitive 5YPP approvals and concurrent allocations in July, followed by the remainder of the 5YPPs and the final Strategic Plan in the fall. As part of this process, we will develop guidelines informed by community and sponsor input for new programs like the Equity Priority Transportation Program, Development Oriented Transportation, and Transformative Freeway and Major Street Projects. We will also look to recently completed or soon to be completed plans, (e.g., School Access Plan, NTP plans, etc.) to identify potential projects that could use Prop L matching funds to other grants and/or to advance recommendations to make them competitive for other sources. 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, and we will prepare recommendations for San Francisco's projects for the 2024 Regional Transportation Improvement Program.

Senate Bill 1 (SB 1). This coming fiscal year, we will work with San Francisco project sponsors and MTC to identify 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. After seeking Board approval of project priorities for the Transportation Authority's share of LPP formula funds, we will seek approval from the California Transportation Commission (CTC) and support allocation requests for projects recommended to receive FY 2023/24 programming by April 30, 2026. Applications for the next round of LPP competitive programs are due to CTC in 2024. We will provide input to CTC on revisions to program guidelines, and engage our Board and MTC Commissioners, including seeking guidance on prioritizing funds (e.g., through the MTC's Major Projects Advancement Policy for larger, regionally significant projects).

Regional Measure 3 (RM3) Implementation. We will 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 Caltrain Downtown Extension, 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 coordinating with SFMTA on needs and opportunities for potential local transportation measures in upcoming election cycles and are tracking and participating in discussions regarding a potential regional transportation measure or measures exploring upcoming election cycles in 2024 and 2026.

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 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 advocacy and coordination on transportation spending in the state budget to provide 'bridge funding' to address the fiscal cliff that transit agencies are facing as well as potential authorization for a regional measure(s) that could be part of a more sustainable solution for transit going forward; advocating for state authorization of speed safety cameras, a key Vision Zero strategy; and implementation of the Biden Administration's Infrastructure Investment and Jobs Act, as well as other state and federal policies that support San Francisco transportation projects, policies, and strategies (e.g. Vision Zero; greenhouse gas reduction including via electrification of Muni's fleet and related maintenance facility changes; improving major capital project delivery; securing additional revenues for San Francisco priorities; and emerging technology regulations).

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/(Downtown Rail Extension), and BART Core Capacity. We will help position San Francisco's projects and programs to receive funding from the federal Infrastructure Investment and Jobs Act. We serve as a funding resource for all San Francisco project sponsors (e.g. brokering fund exchanges). At the regional level, in spring 2023, MTC will be kicking off the program development for the regional programs under the One Bay Area Grant framework to distribute future federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement funding. In our role as a CMA and advisors to our MTC and ABAG representatives, we will provide input to regional program guidelines development and prioritization processes, to support equitable distribution of funds across the region, including for San Francisco local and regional priorities included in PBA 2050.

Capital Financing 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 $392 million in Prop K grants with peak cash flow needs in Fiscal Years 2023/24 and 2024/25, and proactively work with project sponsors to identify upcoming reimbursements so that we can better forecast when we may need to drawdown on the $125 million revolving credit loan agreement. We will come to the Board for approval to draw down revolving credit loan funds when they are needed.

Customer Service and Efficiency Improvements. This ongoing multi-division initiative will continue to improve our 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 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. Our key areas of focus will be making refinements to the system to ensure a seamless transition to the new Microsoft Dynamics 365 accounting system. We will also modify the Portal track the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations, which is required under Prop L. We are exploring enhancements to grant administration functionality in the Portal including the potential for creating grant agreements. We will also make enhancements to better track projects for public promotion opportunities at key milestones in project delivery, and evaluate how to best utilize mystreetsf.sfcta.org, our interactive project map, to showcase all of the projects funded by the Transportation Authority.

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 Prop K and Prop L sales tax major capital investments, such as SFMTA's Central Subway, train control, and facility upgrade projects; The Portal (DTX); 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 2023/24 include the following:

Transportation Authority – Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** The Southgate Road Realignment Project is scheduled for a ribbon-cutting ceremony on Saturday, May 6, 2023 and will be open to public traffic thereafter. Work on Torpedo Building renovations and Southgate contract closeout efforts, including the ultimate land transfer between United States Coast Guard and Treasure Island Development Authority (TIDA) will continue in Fiscal Year 2023/24.

- **YBI West Side Bridges.** We recently awarded the construction contract and are on schedule to issue the Notice To Proceed to the contractor joint venture. The project is being delivered using the Construction Management/General Contractor delivery method. The ground-breaking ceremony is scheduled for June 16, 2023 and construction will start in FY 2023/24 subject to completion of the Forest Road Detour by the developer. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side Bridges project. See YBI Multi-Use Path below.

Transportation Authority – Lead Project Development:

- **Pennsylvania Avenue Extension (PAX).** We will initiate the PAX Pre-Environmental Bridging Study in FY 2023/24. Building on our PAX Project Initiation Study completed in FY 2022/23, the Bridging Study will prepare the project technically and organizationally for future environmental review. The study will take approximately 18 months to complete, and will include further technical development of project alternatives, coordination with Caltrain and the California High Speed Rail Authority (CHSRA), and public and stakeholder engagement.

- **US 101/I-280 Managed Lanes and Express Bus Project.** We will continue advancement of environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd Street (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line (Phase 2). The related regional express lane policy work and associated studies to ensure equitable outcomes are referenced in the Plan section above. The companion equity study and related regional express lane policy work is described above under the Plan section above.

- **I-280/Ocean Avenue South Bound Off-Ramp Realignment and Geneva Avenue North Bound Ramp Optimization.** We will continue to advance I-280 Interchange modifications at Balboa Park including conducting geotechnical investigation, survey, and furthering design work for the southbound off-ramp at Ocean Avenue. We are finalizing a feasibility study for the northbound Geneva Avenue off-ramp. As part of the feasibility study, we analyzed traffic circulation and signal timing improvements at off-ramp intersections and are working closely with Caltrans and SFMTA on evaluating recommended schemes.

- **YBI Multi-Use Path.** We await the outcome of our/MTC's Solutions for Congested Corridors application for state funds for this project and will continue to work with our partners, BATA, TIDA, SFPW, SFMTA, and interested stakeholders (San Francisco and East Bay bicycle coalitions) to fund and advance preliminary engineering and environmental phase work for the YBI multi-use path segment connecting 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 providing an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. We are coordinating with MTC to obligate Active Transportation Program and LPP-Competitive grant funding for the final design phase of the project.

- **YBI Hillcrest Road Improvement Project.** We are working on the design phase for the roadway improvement project between Forest Road and the I-80 Portal crossing on the west side of YBI. The project will add sidewalks and bike paths, up to San Francisco Public Works (SFPW) standards and install safety features. We completed 35% plans and are working closely with TIDA, SFPW, SFMTA and SFPUC. The project will be closely coordinated with the adjacent YBI Multi-Use Path and connect to West Side Bridges (see prior entries for these projects). The project is funded by a $30 million Infill Infrastructure Grant awarded to TIDA.

- **Quint Street.** We will continue to work with SFPW and the Office of Real Estate to resume negotiations with the property owner in order to acquire the right of way for the re-aligned

Quint Street. This acquisition will allow SFPW to begin the design phase of the project, subject to funding availability.

- **Presidio Parkway.** We will complete an informational case study showcasing the Public Private Partnership delivery of Phase 2 in comparison to traditional Design Bid Build delivery of Phase 1. The study explores the unique situation of a single project being delivered using two methods of procurement.

Transportation Authority – Project Delivery Support:

- **Peninsula Corridor Electrification Project.** We will continue 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. We will continue to lead funding partner oversight efforts through the Caltrain Modernization Configuration Management Board and provide advice and support to San Francisco representatives to the Caltrain board. Caltrain Electrification is scheduled to be completed in Fall 2024.

- **California High-Speed Rail Program.** 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. In FY 2023/24, the CHSRA will prepare its biennial Business Plan, and we will lead efforts to review this plan, working closely with City agencies. We will also coordinate with CHSRA on projects within the city, including the DTX, PAX, and Railyards.

- **The Portal/Caltrain Downtown Rail Extension (DTX) and Salesforce Transit Center.** We will continue moving forward with DTX project development efforts as part of the Executive Steering Committee (ESC), inclusive of regional partners per the SF Peninsula Rail Program Memorandum of Understanding (MOU). This includes the Executive Director serving on the ESC and on the Transbay Joint Powers Authority (TJPA) Board as an alternate. In FY 2023/24, we will work with TJPA and other DTX partner agencies to prepare a Successor MOU to replace the existing MOU and serve the needs of the upcoming procurement and construction phases. We will continue to lead work to develop the project's funding plan, ridership forecast, and other tasks. We will also continue our program oversight as TJPA advances into procurement of the large contracts and initiates delivery of the enabling works and right-of-way programs.

- **Fourth and King Railyards.** We will continue to support 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 Business Case process for the site being led by Caltrain and the site owner. We will support the engagement of City agencies and the coordination of Railyards planning with related projects including PAX, The Portal/DTX, and high-speed rail.

- **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 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 provide 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 will develop a program of investment to be put forward for FTA Core Capacity grant funds. We will also support advancement of the Muni Metro Train Control Upgrade Project and the broader 10-year subway renewal program.

- **Potrero Yard Modernization Project**. We will continue to provide enhanced oversight of the SFMTA Potrero Yard Modernization Project, which is planned as a rebuilt transit facility to serve Muni's bus fleet, integrated with a joint development housing component. The project is currently in the pre-construction development phase, which will finalize the design and construction approach to replace the existing Potrero facility, which is more than 100 years old.

- **BART Core Capacity Oversight**. We will provide enhanced oversight, coordinating with MTC and FTA, as needed on this Prop L major transit project.

- **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 program evaluation.

- **Better Market Street.** We will conduct oversight on City agencies' project delivery plans to minimize disruption to businesses during construction and reduce cost, as well as transit and cycling. We will also make further efforts to strengthen the project's funding plans both for the near-term improvements as well as the long-term vision for the corridor.

- **Central Subway.** We will support SFMTA in the final close-out of the Central Subway project, which is now in revenue service. We will participate in lesson learned sessions convened by SFMTA and the Federal Transit Administration, and support knowledge-sharing of lessons learned with the TJPA-led team that is preparing to deliver the DTX/Portal project, particularly as these lessons pertain to underground construction and contractor management.

- **SF Transportation Capital Projects Delivery Study.** This work is substantially complete and we will finalize and present it at the call of the Chair. Study includes project delivery reform best practices (lessons learned) analysis, including ongoing coordination with City stakeholders and industry experts.

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.

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. Communications staff has listed the below growth goals for various platforms (estimates are based in part on past performance trends).

- Instagram: Grow following by 25%
- LinkedIn: Grow following by 15%
- Website: Increase unique website hits by 5%
- Facebook: Grow following by 3%
- Twitter: Grow following by 2%
- Messenger: Grow subscriber list by 2%

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

- 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.
- Rollout agency Outreach Guidelines to agency staff to codify best practices when preparing for and executing agency outreach.
- Support agency experts in thought leadership roles and speaking engagements
- Support project delivery events (groundbreakings, ribbon cuttings), including the anticipated Southgate Road Realignment opening and West Side Bridges construction commencement.

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. Complete migration of the new enterprise resource planning system (business management and accounting software). Enhance and maintain other financial systems to improve accounting functions, automate processes, general ledger reconciliations, and financial reporting, as well as enabling improved data sharing with the Portal.

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. This work involves gathering data and identifying solutions to address any disparities by race/ethnicity and salaries. Identify opportunities to further advancing racial equity on current 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 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. We advance agency workplace excellence initiatives through staff working groups, training, and other means.

Office Management and Administrative Support. Assess the suitability of our current office needs as the lease expires in 2025 and exercise the option renewal or relocate. Maintain facilities and provide

procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Transportation Authority as required with preparation of agenda packets and minutes, updates to our website, and clerking /supporting meetings, including remote public participation.

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.

San Francisco County Transportation Authority

Attachment 2
Preliminary Fiscal Year 2023/24 Annual Budget

	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	Traffic Congestion Mitigation Tax Program	**Preliminary Fiscal Year 2023/24 Annual Budget**
Revenues:						
Sales Tax Revenues	$ 112,357,000	$ -	$ -	$ -	$ -	$ 112,357,000
Vehicle Registration Fee	-	-	-	4,645,521	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	10,221,967	10,221,967
Interest Income	1,230,992	-	1,007	18,491	371,235	1,621,725
Program Revenues	-	52,255,554	942,750	-	-	53,198,304
Total Revenues	113,587,992	52,255,554	943,757	4,664,012	10,593,202	182,044,517
Expenditures						
Capital Project Costs	152,530,594	52,388,032	1,136,411	11,771,309	4,582,733	222,409,079
Administrative Operating Costs	9,792,464	3,611,107	55,535	232,276	306,659	13,998,041
Debt Service Costs	21,730,925	-	-	-	-	21,730,925
Total Expenditures	184,053,983	55,999,139	1,191,946	12,003,585	4,889,392	258,138,045
Other Financing Sources (Uses):	71,256,415	3,743,585	-	-	-	75,000,000
Net change in Fund Balance	$ 790,424	$ -	$ (248,189)	$ (7,339,573)	$ 5,703,810	$ (1,093,528)
Budgetary Fund Balance, as of July 1	$ 30,631,508	$ -	$ 964,954	$ 15,019,127	$ 13,671,480	$ 60,287,069
Budgetary Fund Balance, as of June 30	$ 31,421,932	$ -	$ 716,765	$ 7,679,554	$ 19,375,290	$ 59,193,541

*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

San Francisco County Transportation Authority

Attachment 3
Preliminary Fiscal Year 2023/24 Annual Budget
Comparison of Revenues and Expenditures

Category	Fiscal Year 2021/22 Actual	Fiscal Year 2022/23 Amended Budget	**Preliminary Fiscal Year 2023/24 Annual Budget**	Variance from Fiscal Year 2022/23 Amended Budget	% Variance
Sales Tax Revenues	$ 104,818,305	$ 111,212,000	**$ 112,357,000**	$ 1,145,000	1.0%
Vehicle Registration Fee	4,652,149	4,834,049	**4,645,521**	(188,528)	-3.9%
Traffic Congestion Mitigation Tax	6,120,263	7,546,000	**10,221,967**	2,675,967	35.5%
Interest Income	(1,201,096)	1,041,735	**1,621,725**	579,990	55.7%
Program Revenues					
Federal	7,892,182	26,462,019	**36,152,895**	9,690,876	36.6%
State	1,059,871	6,808,660	**13,008,875**	6,200,215	91.1%
Regional and other	4,464,135	4,558,695	**4,036,534**	(522,161)	-11.5%
Other Revenues	142	-	**-**	-	0.0%
Total Revenues	**127,805,951**	**162,463,158**	**182,044,517**	**19,581,359**	**12.1%**
Capital Project Costs	116,915,724	149,181,837	**222,409,079**	73,227,242	49.1%
Administrative Operating Costs					
Personnel expenditures	6,366,345	8,450,675	**10,304,105**	1,853,430	21.9%
Non-Personnel expenditures	1,793,590	3,857,029	**3,693,936**	(163,093)	-4.2%
Debt Service Costs	22,580,656	21,798,050	**21,730,925**	(67,125)	-0.3%
Total Expenditures	**147,656,315**	**183,287,591**	**258,138,045**	**74,850,454**	**40.8%**
Other Financing Sources (Uses)	**-**	**20,000,000**	**75,000,000**	**55,000,000**	**275.0%**
Net change in Fund Balance	**$ (19,850,364)**	**$ (824,433)**	**$ (1,093,528)**	**$ (269,095)**	**32.6%**
Budgetary Fund Balance, as of July 1	**$ 80,961,866**	**$ 61,111,502**	**$ 60,287,069**		
Budgetary Fund Balance, as of June 30	**$ 61,111,502**	**$ 60,287,069**	**$ 59,193,541**		

*The TIMMA program will be reflected in the Transportation Authority budget, as relevant, after it is presented to the TIMMA Committee

San Francisco County Transportation Authority

Attachment 4
Preliminary Fiscal Year 2023/24 Annual Budget
Line Item Detail

	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	Traffic Congestion Mitigation Tax Program	**Preliminary Fiscal Year 2023/24 Annual Budget**
Revenues:						
Sales Tax Revenues	$ 112,357,000	$ -	$ -	$ -	$ -	$ 112,357,000
Vehicle Registration Fee	-	-	-	4,645,521	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	10,221,967	10,221,967
Interest Income	1,230,992	-	1,007	18,491	371,235	1,621,725
Program Revenues						
Federal						
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Pathway	-	387,381	-	-	-	387,381
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges		14,103,266				14,103,266
Supplemental Action Plan - Streets and Freeways Strategic Vision Zero Freeway Ramp	-	234,915	-	-	-	234,915
Surface Transportation Program 3% Revenue and Augmentation	-	1,427,333	-	-	-	1,427,333
State						
Planning, Programming & Monitoring SB45 Funds	-	46,000	-	-	-	46,000
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	2,533,789	-	-	-	2,533,789
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	751,504	-	-	-	751,504
Senate Bill 1 Local Partnership Program - YBI Westside Bridges		6,322,515				6,322,515
Senate Bill 1 Local Partnership Program - YBI Multi-Use Pathway Project	-	387,381	-	-	-	387,381
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	376,474	-	-	-	376,474
Regional and other						
BATA - I-80/YBI Interchange Improvement	-	2,429,282	-	-	-	2,429,282
CNCA - Decarbonizing Downtown Business Deliveries Study	-	35,954	-	-	-	35,954
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	75,000
TIDA - YBI Westside Bridges	-	553,548	-	-	-	553,548
Vehicle Registration Fee Revenues (TFCA)	-	-	942,750	-	-	942,750
Total Revenues	$ 113,587,992	$ 52,255,554	$ 943,757	$ 4,664,012	$ 10,593,202	$ 182,044,517

San Francisco County Transportation Authority

Attachment 4
Preliminary Fiscal Year 2023/24 Annual Budget
Line Item Detail

	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	Traffic Congestion Mitigation Tax Program	**Preliminary Fiscal Year 2023/24 Annual Budget**
Expenditures:						
Capital Project Costs						
Individual Project Grants, Programs & Initiatives	$ 150,000,000	$ -	$ 1,136,411	$ 11,771,309	$ 4,582,733	$ 167,490,453
Technical Professional Services	2,530,594	52,388,032	-	-	-	54,918,626
Administrative Operating Costs						
Personnel Expenditures						
Salaries	3,896,996	2,415,343	37,197	155,577	205,398	6,710,511
Fringe Benefits	1,921,219	1,190,764	18,338	76,699	101,261	3,308,281
Pay for Performance	285,313	-	-	-	-	285,313
Non-personnel Expenditures						
Administrative Operations	3,407,036	5,000	-	-	-	3,412,036
Equipment, Furniture & Fixtures	221,900	-	-	-	-	221,900
Commissioner-Related Expenses	60,000	-	-	-	-	60,000
Debt Service Costs						
Fiscal Charges	105,000	-	-	-	-	105,000
Interest Expenses	7,080,925	-	-	-	-	7,080,925
Bond Principal Payment	14,545,000	-	-	-	-	14,545,000
Total Expenditures	$ 184,053,983	$ 55,999,139	$ 1,191,946	$ 12,003,585	$ 4,889,392	$ 258,138,045
Other Financing Sources (Uses):						
Transfers in - Sales Tax Program Match to Grant Funding	-	3,743,585	-	-	-	3,743,585
Transfers out - Sales Tax Program Match to Grant Funding	(3,743,585)	-	-	-	-	(3,743,585)
Draw on Revolving Credit Agreement	75,000,000	-	-	-	-	75,000,000
Total Other Financing Sources (Uses)	71,256,415	3,743,585	-	-	-	75,000,000
Net change in Fund Balance	$ 790,424	$ -	$ (248,189)	$ (7,339,573)	$ 5,703,810	$ (1,093,528)
Budgetary Fund Balance, as of July 1	$ 30,631,508	$ -	$ 964,954	$ 15,019,127	$ 13,671,480	$ 60,287,069
Budgetary Fund Balance, as of June 30	**$ 31,421,932**	**$ -**	**$ 716,765**	**$ 7,679,554**	**$ 19,375,290**	**$ 59,193,541**
Fund Reserved for Program and Operating Contingency	**$ 11,235,700**	**$ -**	**$ 94,275**	**$ 464,552**	**$ 1,022,197**	**$ 12,816,724**

*The TIMMA program will be reflected in the Transportation Authority budget, as relevant, after it is presented to the TIMMA Committee

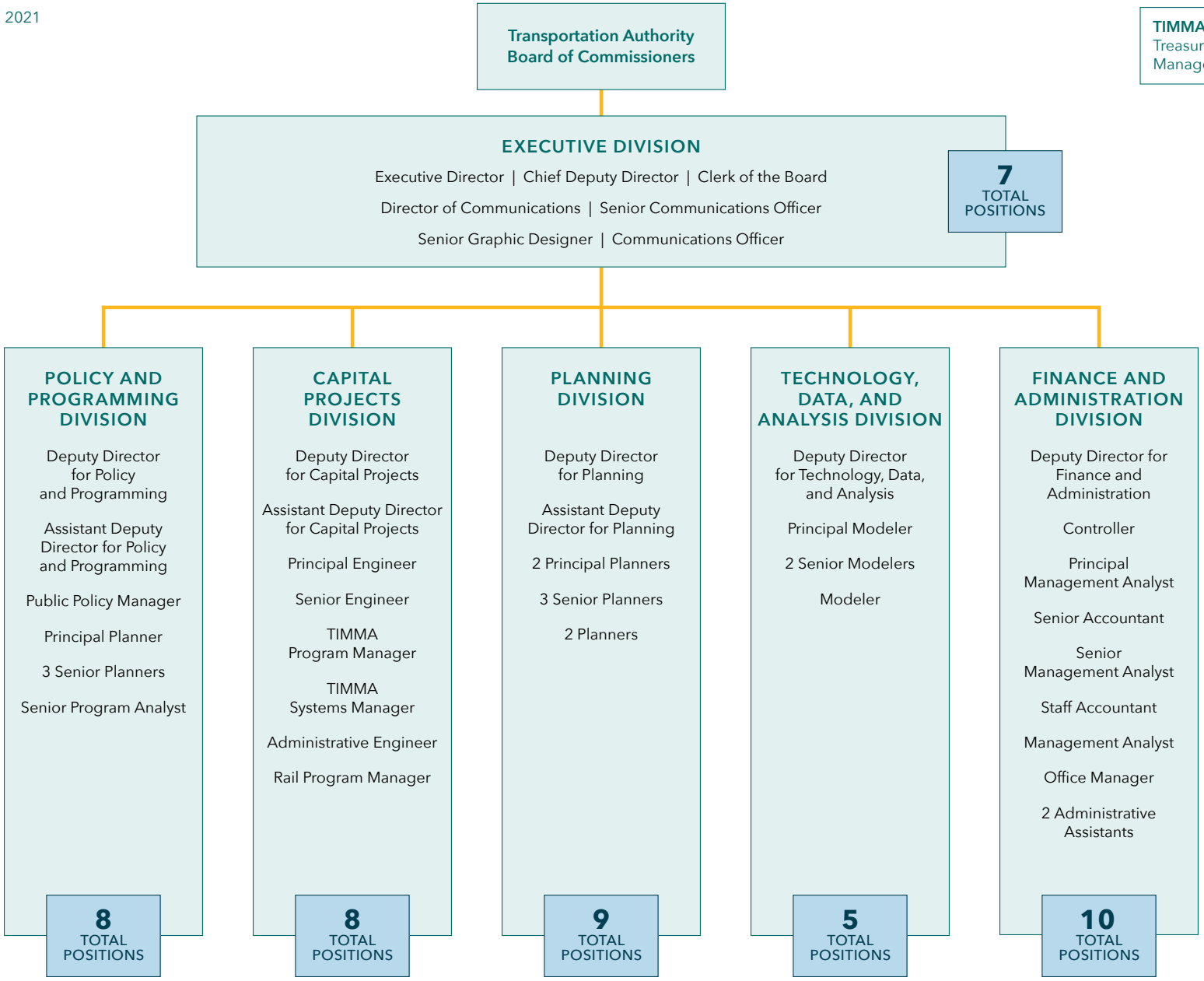
ATTACHMENT 5

Agency Structure 47 STAFF POSITIONS

San Francisco County Transportation Authority

Revised April 21, 2021

TIMMA:
Treasure Island Mobility Management Agency

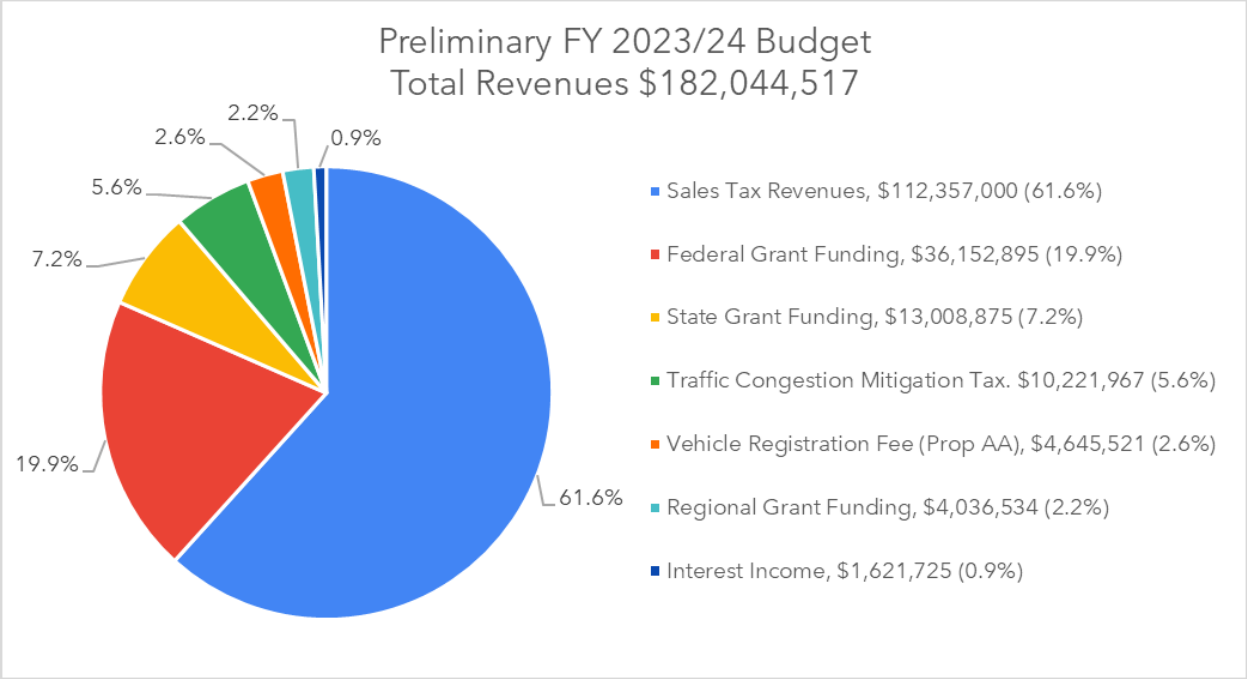


Attachment 6

Line Item Descriptions

TOTAL PROJECTED REVENUES..... $182,044,517

The following chart shows the composition of revenues for the preliminary Fiscal Year (FY) 2023/24 budget.



Prop L Sales Tax Revenues: $112,357,000

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.

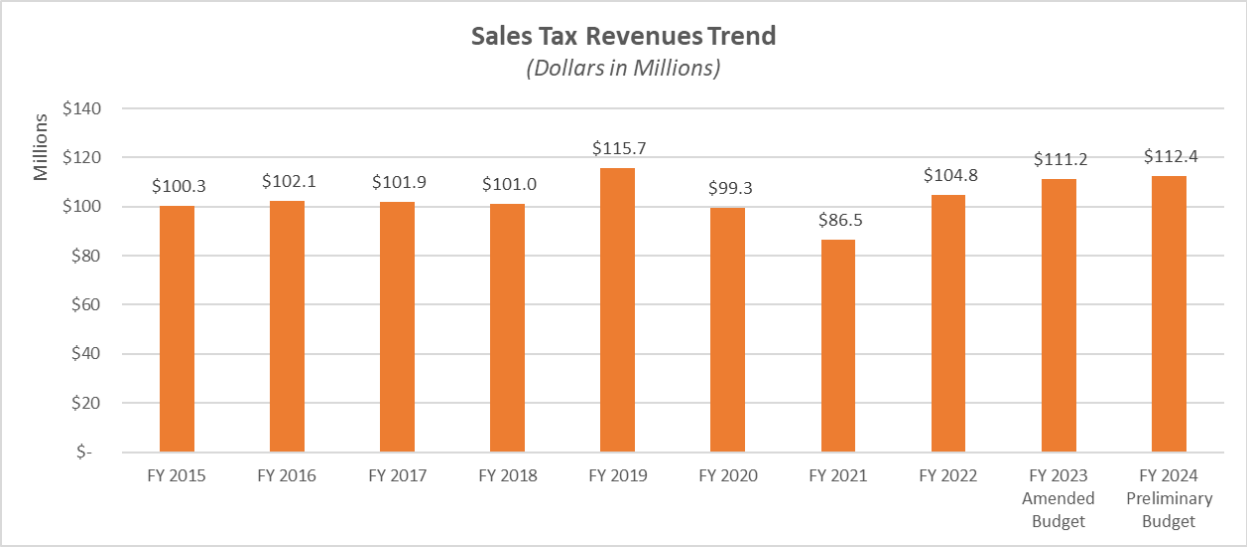
Based on sales tax receipts in the first half of the fiscal year, sales tax revenues are on track to meet the amended sales tax revenues budgeted in FY 2022/23 of $111.2 million. We project that FY 2023/24 sales tax revenues to increase by 1.0%, or $1.1 million as compared to the amended budget revenues for FY 2023/24 as there will be a slowing in pace of growth in the latter half of FY 2022/23 and leading into FY 2023/24 given the higher interest rates, reduced savings levels, reduced goods consumption, and weakened consumer confidence. The reduction in taxable sales will be partially offset by lingering inflation in the economy for at least the next year. Growth is expected to return to more typical levels within FY 2024/25. The sales tax revenue projection is net of the California Department of Tax and Fee

Attachment 6

Line Item Descriptions

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.



Attachment 6

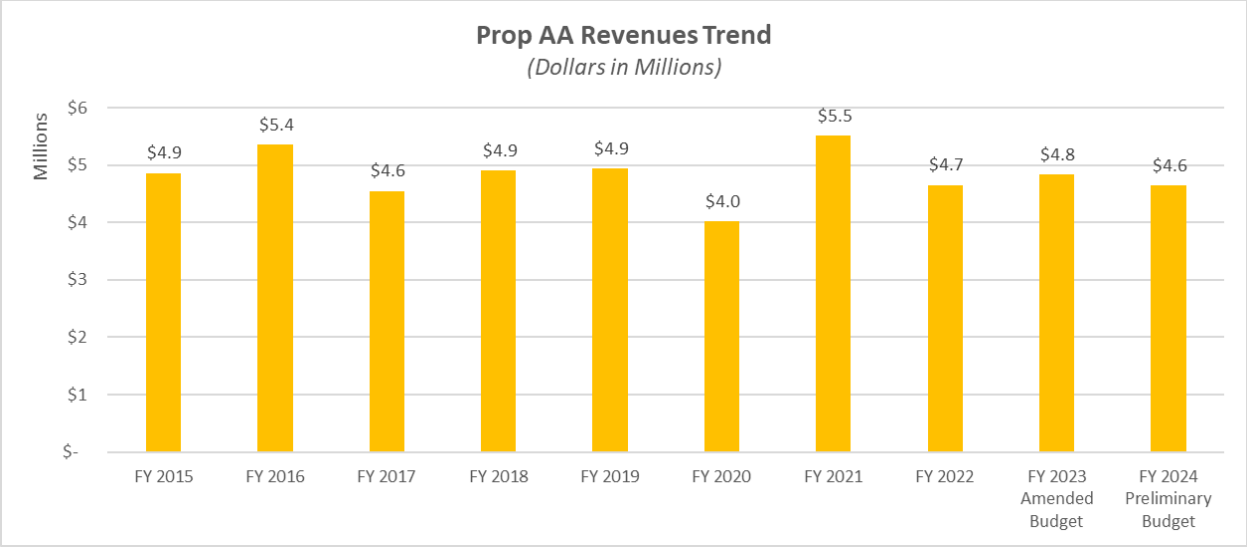
Line Item Descriptions

Vehicle Registration Fee for Transportation Improvements Program (Prop AA)
Revenues:……$4,645,521

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 2020/21 and FY 2021/22, and FY 2022/23 revenues to date, we project FY 2023/24 Prop AA revenues will be 3.9% lower than the amended budget revenues for FY 2022/23, which was derived from pre-pandemic revenue projections in the 2022 Prop AA Strategic Plan. Actual revenues for FY 2021/22 were 3.8% below the adopted revenue projection in the Strategic Plan, and FY 2022/23 revenues for the first seven months of the fiscal year are 4.3% below the adopted revenue projection. This decline in revenues is due to having fewer vehicles registered in San Francisco, which is consistent with population trends that we have seen during 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.



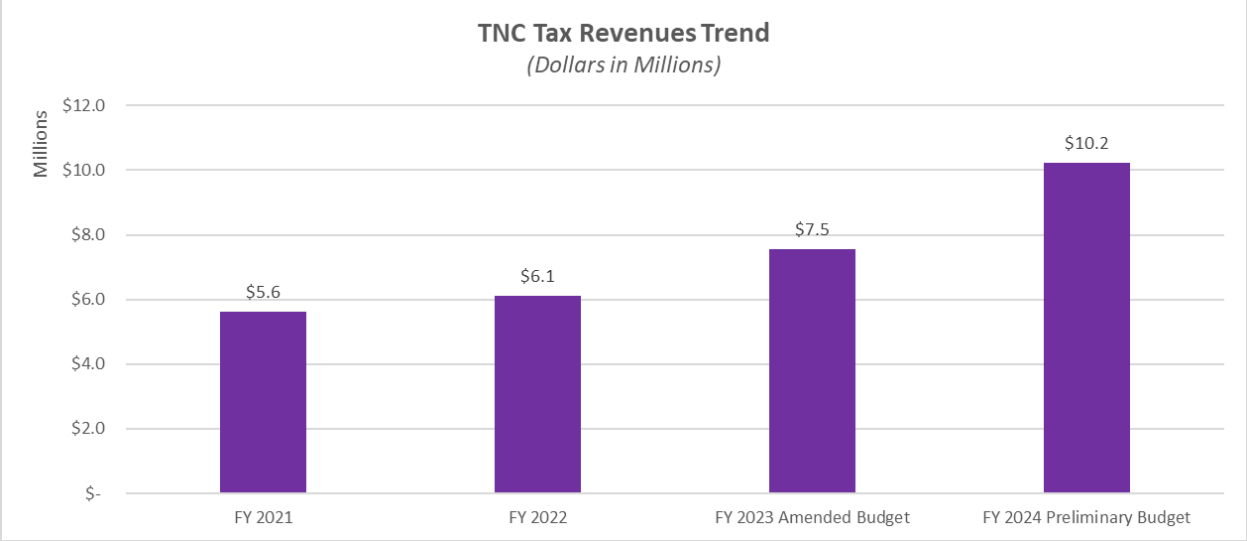
Attachment 6
Line Item Descriptions

Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... $10,221,967

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 continuous discussions and coordination with the City's Controller's Office and the SFMTA, we anticipate TNC Tax revenues for FY 2023/24 to increase by 35.5%, or $2.7 million, which is in alignment with the Controller's Office projections. While revenues are rebounding as we recover from the pandemic, they continue to be affected by changes in travel demand brought on by the pandemic.

This chart reflects the one-year historical and two-year budgeted receipts for TNC Tax revenues.



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

Interest Income:..... $1,621,725

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 2023/24 budget for interest income shows a $579,990 or 55.7%, increase as compared to FY 2022/23 which is mainly due to the increase in interest rates. Interest rates have increased from 1.8% assumed in the FY 2022/23 budget to

2.3% assumed in FY 2023/24 in the Pool. 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:……..……..……..……...$52,255,554

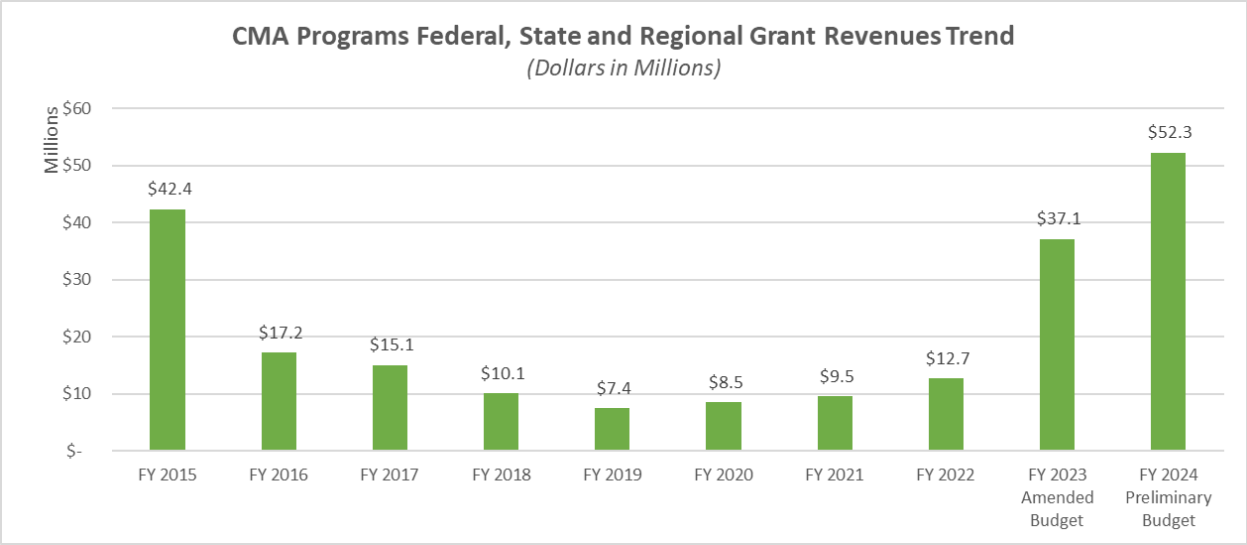
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing 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.

The CMA program revenues for FY 2023/24 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 and the California Department of Transportation (Caltrans). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Torpedo Building Rehabilitation work of the YBI Southgate Road Realignment Project, YBI Hillcrest Road Improvement Project, YBI Multi-Use Pathway Project, and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project. 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 Rehabilitation work of the YBI Southgate Road Realignment Project.

The FY 2023/24 budget includes $49.2 million from federal and state funding. Some of the major drivers of the federal and state funding of the CMA Program Revenues for FY 2023/24 are YBI West Side Bridges Project ($43.0 million), YBI Hillcrest Road Improvements Project ($2.5 million), projects funded by the STP funds as mentioned above ($1.4 million), YBI Multi-Use Pathway Project ($774,761), and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project ($751,504). This is a $15.9 million increase as compared to FY 2022/23, largely due to anticipated increase in federal and state grant reimbursements related to construction activities for the YBI West Side Bridges Project. Also, there is an anticipated increase in state grant reimbursements for the design work for the YBI Hillcrest Road Improvement Project. The budget also includes $3.1 million from regional funding, a $774,211 decrease as compared to FY 2022/23 largely due to the completion of the preliminary engineering phase of the YBI West Side

Bridges Project, resulting in a decreased use of regional funding from the BATA and the Treasure Island Development Authority for the project phase.

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



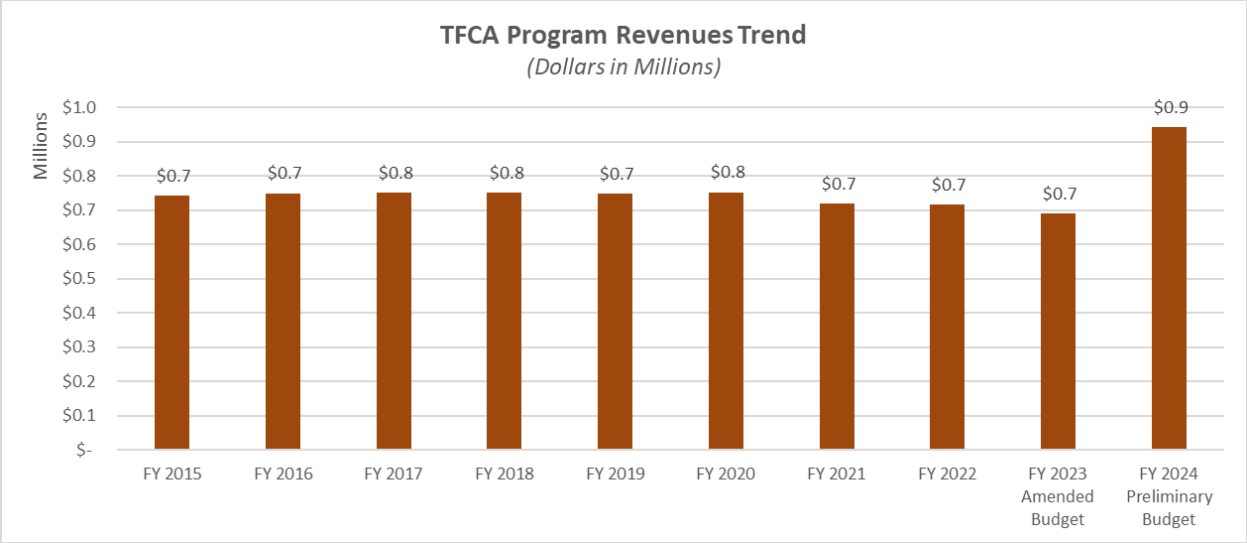
Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... $942,750

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share 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 $657,188 of TFCA revenues in FY 2023/24 from vehicle registration fees are in line with what we expect for Prop AA, which is also funded by a vehicle registration fee. The Bay Area Quality Management District (Air District), which administers these revenues, also reprogrammed $230,032 of de-obligated funds from past fiscal years to revenues in FY 2023/24. TFCA revenues for FY 2023/24 together with the additional reprogrammed funds are expected to increase by 36.5% compared to FY 2022/23.

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

Attachment 6

Line Item Descriptions

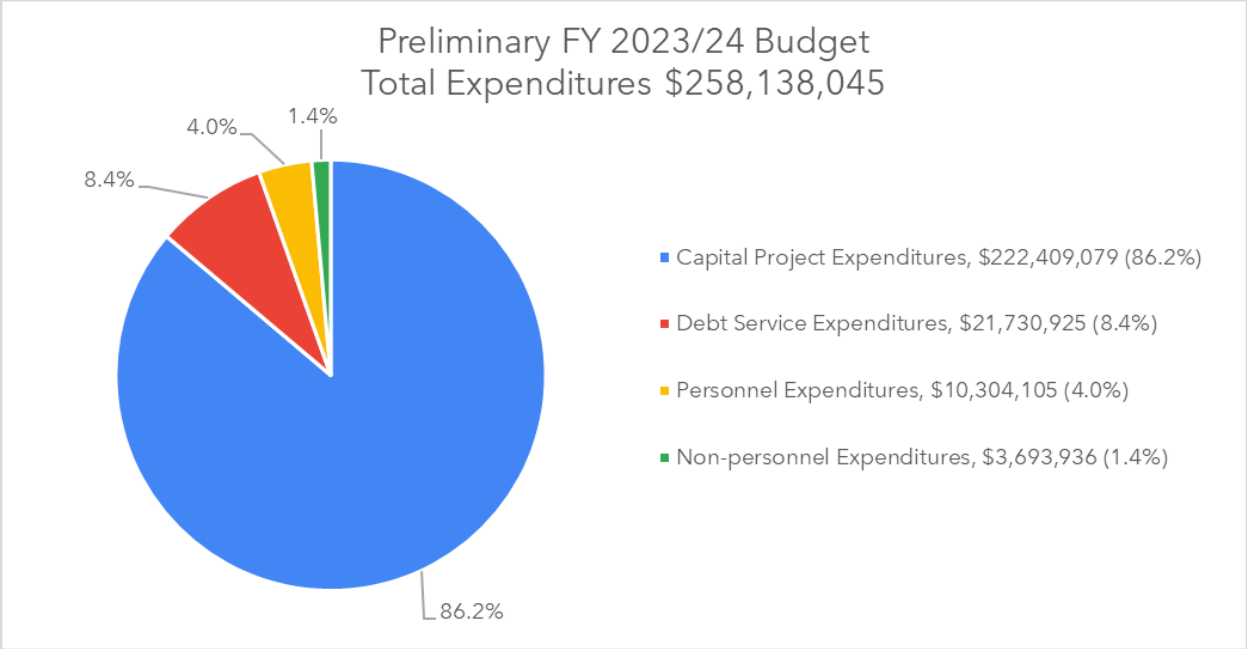


Attachment 6
Line Item Descriptions

TOTAL PROJECTED EXPENDITURES..... $258,138,045

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of $222.4 million, Administrative Operating Expenditures of $14.0 million, of which $10.3 million is for Personnel Expenditures and $3.7 million is for Non-personnel Expenditures, and Debt Service Expenditures of $21.7 million.

The following chart shows the composition of expenditures for the preliminary FY 2023/24 budget.



CAPITAL PROJECT EXPENDITURES..... $222,409,079

Capital project expenditures in FY 2023/24 are budgeted to increase from the FY 2022/23 amended budget by an estimated 49.1%, or $73.2 million, which is primarily due to anticipated higher capital expenditures for the sales tax and CMA Programs. Expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:..... $152,530,594

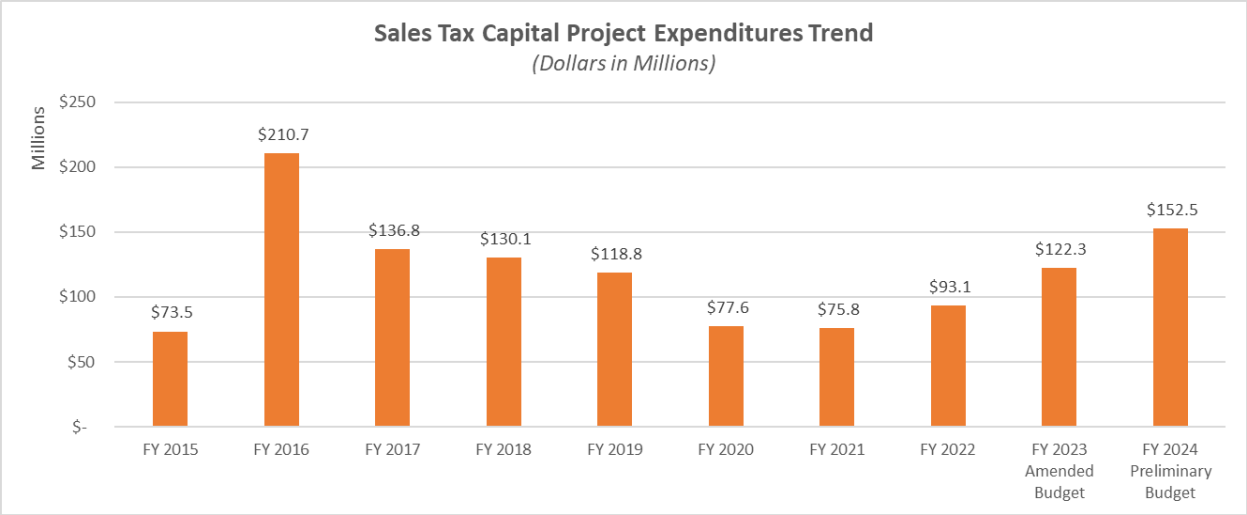
The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to keep up-to-date project reimbursement schedules for the existing Prop K allocations (which carryforward into Prop L) with large remaining balances as well as the expected timing for allocations of Prop L funds that will be programmed in Fall 2023. The primary driver of Prop K capital expenditures for FY 2023/24 is SFMTA's Light Rail Vehicle (LRV) procurement ($64.4 million), followed by Muni Facility projects including 1399 Marin Street and Potrero Yard ($9.0 million), L-Taraval Transit Enhancements ($5.9 million), Muni Guideways projects ($7.4 million), Van Ness Bus Rapid Transit ($6.7 million), Paratransit ($6.0 million), and Better Market Street ($4.5 million).

Attachment 6

Line Item Descriptions

SFMTA's LRV Procurement project remains the largest cash obligation in FY 2023/24 budget because of substantially reduced need for reimbursement of sales tax funds in prior fiscal years. These reduced needs were due to delays in the project's schedule, largely as a result of the COVID pandemic and supply chain issues, as well as SFMTA's ability to invoice against funds from the Federal Transit Administration. The original cash flow schedule for this project anticipated that Prop K reimbursements through FY 2022/23 would total $121 million, whereas expected reimbursements through FY 2022/23 are now estimated at $91.8 million. As a result, a portion of the prior year cash needs have been pushed to FY 2023/24 with anticipated reimbursements of $64.4 million, with the remaining $16.2 million in FY 2024/25. SFMTA still expects to procure all 151 replacement LRVs by June 2026 as originally planned, and production will continue to ramp up in the coming years with 53 vehicles to be delivered in FY 2025/26, compared to 30 vehicles in FY 2022/23.

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



Attachment 6

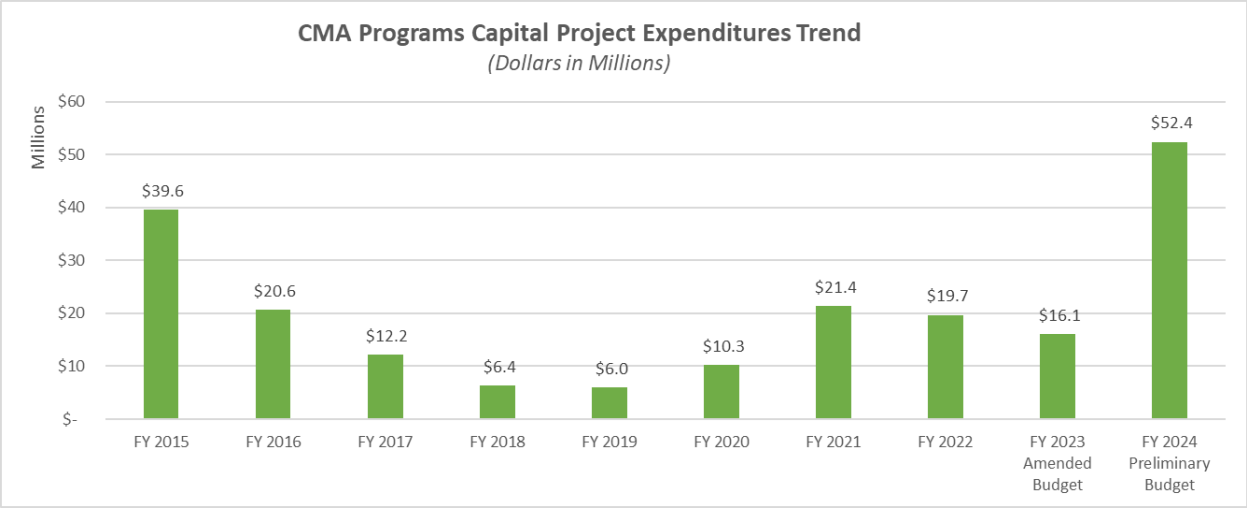
Line Item Descriptions

CMA Programs Expenditures:..... $52,388,032

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 planning efforts and projects such as US 101/I-280 Managed Lanes and Express Bus, YBI Hillcrest Road Improvement Project, and I-280 Ocean Avenue South Bound Off-ramp Realignment projects. Also included is the YBI West Side Bridges and Torpedo Building Rehabilitation work of the YBI Southgate Road Realignment Project.

Expenditures in FY 2023/24 are budgeted to increase by 225.2%, or $36.3 million, as compared to FY 2022/23 amended budget. This increase is primarily due to increased construction activities for the YBI West Side Bridges Project of $38.6 million in capital expenditures. FY 2023/24 budget will represent the first full year of construction activities for the YBI West Side Bridges Project as the ground-breaking ceremony is scheduled for June 2023. In addition, this line item budget includes increased activities of $3.0 million for the YBI Hillcrest Road Improvement and I-280 Ocean Avenue South Bound Off-Ramp Realignment projects. The increase is also offset by a decrease of combined $5.2 million in CMA programs capital project expenditures for the YBI Southgate Road Realignment project as activities will be substantially completed by summer 2023.

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



Attachment 6

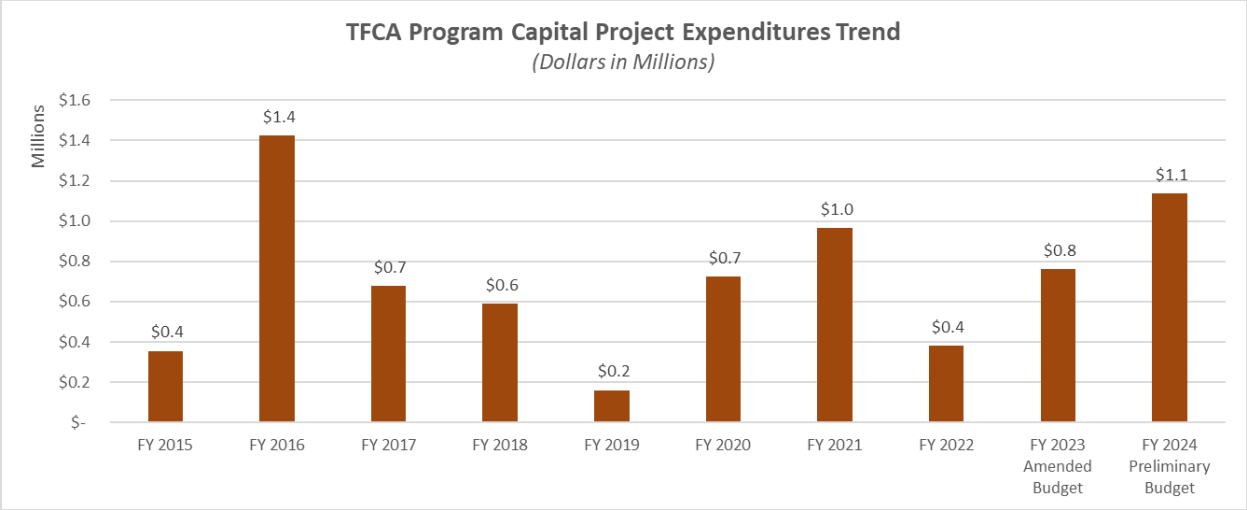
Line Item Descriptions

TFCA Program Expenditures:..... $1,136,411

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 2023/24 projects, anticipated to be approved by the Board in July 2023, carryover prior year projects with multi-year schedules and other projects that will not be completed as anticipated in FY 2022/23.

This year's budget of $1.1 million is higher than the FY 2022/23 amended budget by 49% or $375,559, due to projects that are expected to complete significant amounts of work, such as SFMTA's Short-Term Bike Parking, and projects which are behind schedule and did not invoice as expected in prior years, such as EVgo's Mixed Use Building Fast Charging.

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



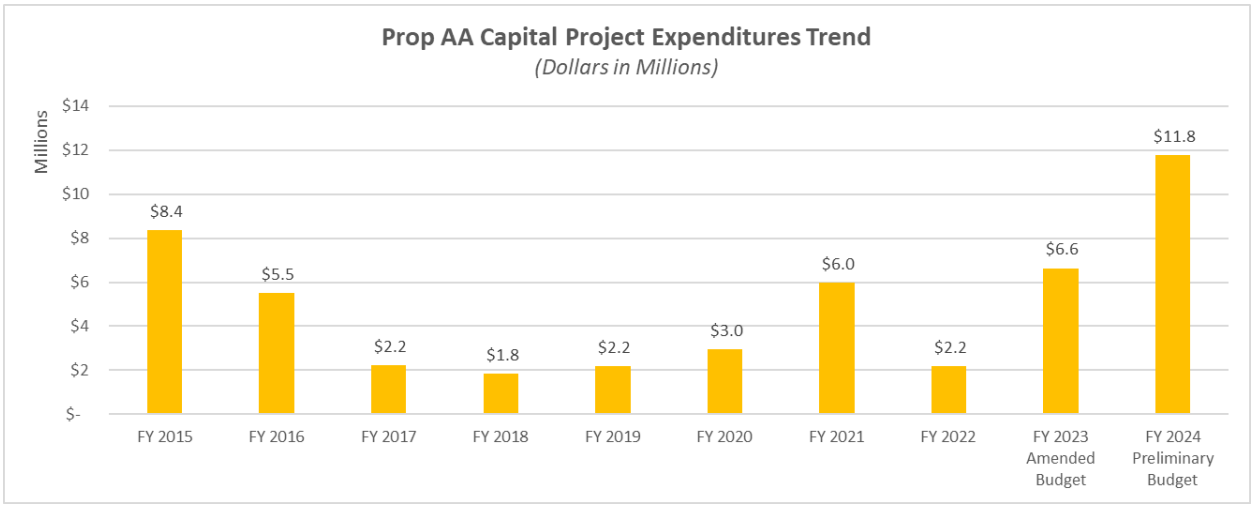
Attachment 6

Line Item Descriptions

Vehicle Registration Fee for Transportation Improvements Program (Prop AA)
Expenditures: ……..……..$11,771,309

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 2023/24 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 2022/23. The largest capital project expenditures include SFMTA's L-Taraval Transit Enhancements (Segment B), and San Francisco Public Works' Richmond Residential Streets Pavement Renovation, Mission and Geneva Pavement Reconstruction, and Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation, which together account for 59% of the FY 2023/24 budget amount.
For FY 2023/24, we expect expenditures to increase by 77.4%, or $5.1 million, as compared to the FY 2022/23 amended budget of $6.6 million. This increase is primarily due to several projects that were delayed and did not invoice as expected in prior years, such as the L-Taraval and Richmond paving projects.

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



Attachment 6

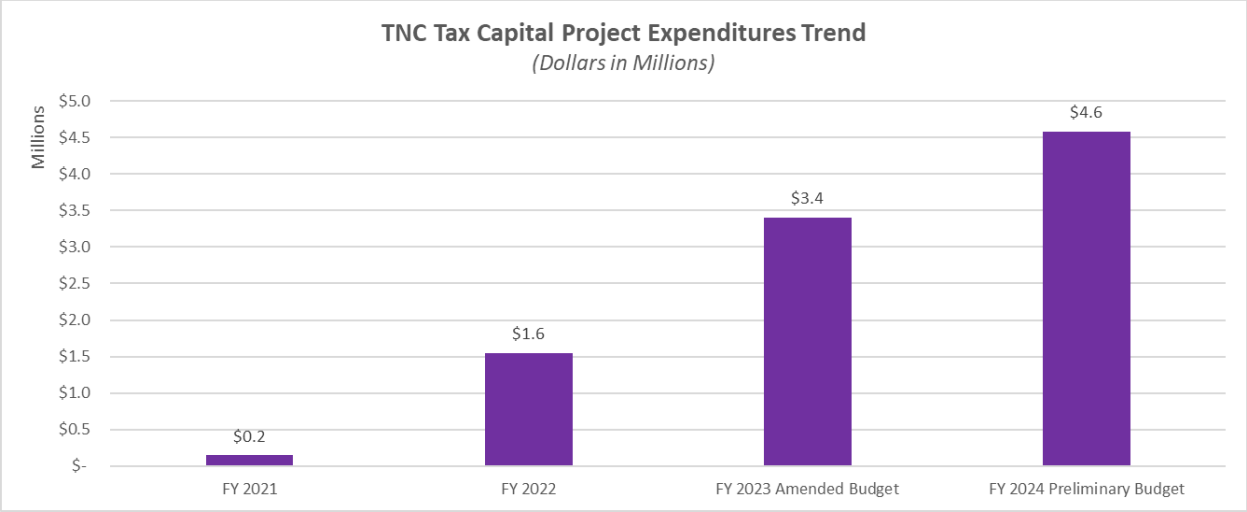
Line Item Descriptions

Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....$4,582,733

On April 26, 2023, the Board will consider final adoption of 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 2023/24 are expected to increase by 38.6%, or $1.3 million, which is based on allocations made for SFMTA's Vision Zero Quick-Build Program in FY 2021/22 and FY 2022/23 and for SFMTA's Residential Traffic Calming Program in FY 2022/23, as well as anticipated allocations to both programs, and their associated project schedules.

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



ADMINISTRATIVE OPERATING EXPENDITURES..... $13,998,041

Administrative operating expenditures in FY 2023/24 are budgeted to increase from the FY 2022/23 amended budget by $1.7 million or 13.7%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture and fixtures expenditures.

Personnel:..... $10,304,106

Personnel costs are budgeted at a higher level by 21.9% as compared to the FY 2022/23 amended budget, reflecting a budget of 43 full-time equivalents. The increase in personnel costs is primarily due to the budgeting of various positions in the FY 2022/23 amended budget for a partial year as compared to FY 2023/24 for the full year and the hiring of various vacant positions for the Controller, Transportation Modeler, as well as anticipating the hiring of a Rail Principal Engineer and a Project Manager in the first or second quarter of the fiscal year, subject to approval by the Personnel Committee of the new positions. We plan on presenting to the Personnel Committee in May 2023 and to the Board in June 2023 for recommendation and approval of the conversion of these two positions from existing positions. 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:..... $3,693,936

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.

During FY 2023/24, we will assess the suitability of our current office needs as the lease expires in 2025 and exercise the option renewal or relocate. Non-personnel expenditures in FY 2023/24 are budgeted to decrease from the FY 2022/23 amended budget by an estimated 4.2%, or $163,093.

DEBT SERVICE COSTS..... $21,730,925

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 Prop K capital project costs. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of $14.5 million and interest payments of $7.1 million related to our 2017 Sales Tax Revenue Bonds, and other costs associated with our debt program. Debt service expenditures in FY 2023/24 are budgeted to decrease from the FY 2022/23 amended budget by an estimated 0.3% or $67,125.

OTHER FINANCING SOURCES/USES……$75,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2023/24 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted for a $20 million drawdown from the Revolving Credit Loan Agreement in our FY 2022/23 amended budget. The estimated level of sales tax capital expenditures for FY 2023/24 may trigger the need to drawdown up to an additional $75 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 $3.7 million among the sales tax and CMA funds. These transfers represent Sales Tax appropriations to projects such as the US 101/I-280 Managed Lanes and Express Bus, I-280 Ocean Avenue Southbound Off-Ramp Realignment, and Travel Demand Management Market Analysis projects.

BUDGETARY FUND BALANCE FOR CONTINGENCIES……..…… $12,816,724

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 $11.2 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside $94,275 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; $464,552 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and $1.0 million or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.