



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

DATE: Tuesday, May 9, 2023, 10:00 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2594 799 0703 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Elijah Saunders

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 watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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.

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

1. Roll Call
2. Approve the Minutes of the April 25, 2023 Meeting – **ACTION***
3. Community Advisory Committee Report – **INFORMATION***

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4. Appoint Sean Kim as the District 1 Representative to the Community Advisory Committee – **ACTION*** **page 29**
5. State and Federal Legislation Update – **ACTION*** **page 35**
Support: AB 361 (Ward).
6. 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 – **ACTION*** **page 39**
7. 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 – **ACTION*** **pg 61**
Projects: BART: Elevator Attendant Program through the San Francisco Lifeline Transportation Program Cycle 3 (up to \$2,340,041). SFMTA: Paratransit Program (\$3,300,000)
8. Adopt the School Access Plan Final Report – **ACTION*** **page 87**
9. Preliminary Fiscal Year 2023/24 Budget and Work Program – **INFORMATION*** **page 159**

Other Items

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

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

11. Public Comment

12. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board’s Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 25, 2023

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, and Walton (10)

Absent at Roll Call: Commissioners Stefani (entered during Item 2) (1)

2. Chair's Report - INFORMATION

Chair Mandelman announced that the Board would be hearing an update on Vision Zero and lamented the tragic death of cyclist Ethan Boyes, who was killed while riding on Arguello Street in the Persidio. The Chair thanked Vice Chair Melgar and Commissioner Chan for their advocacy to install a protected bike lane along that corridor. Chair Mandelman announced that he participated in a walk audit of Guerrero Street with San Francisco Municipal Transportation Agency (SFMTA) staff and WalkSF. The Chair thanked the community for their input and his colleagues for their support with funding for a quick-build project on the corridor. Next, he announced that Speaker Emerita Nancy Pelosi requested \$3 million in federal funds for the 16th Street BART elevators, and he thanked the Speaker Emerita for her support and Commissioner Ronen for her leadership on the project. The Chair then asked his colleagues for their continued support of elevator attendants at downtown BART/Muni stations and paratransit services as these programs were essential to downtown recovery and increasing transit ridership. Finally, the Chair announced that the Transbay Joint Powers Authority was awarded \$60 million in funding which would allowed it to advance the Downtown Rail Extension/ Portal to the final design phase. The Chair thanked Governor Newsom and the California State Transportation Agency for the award.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, Roland Lebrun congratulated the Transportation Authority on the grant for the Downtown Rail Extension and noted that he was disappointed to learn that the Metropolitan Transportation Commission did not collect data from the validation machines for fare inspectors. was not being collected as fare evasion was a factor that contributed to the fiscal cliff. He closed by thanking Transportation Authority staff for posting Community Advisory Committee meeting videos to YouTube as it increased transparency.

Dave Alexander thanked Executive Director Chang for her comments on the Arguello



corridor and hoped that Prop L funds would be used to improve the corridor.

4. Approve the Minutes of the April 11, 2023 Meeting - ACTION*

There was no public comment.

Commissioner Safai moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Consent Agenda

5. [Final Approval] Appoint Rosa Chen to the Community Advisory Committee - ACTION*

6. [Final Approval] State and Federal Legislation Update – ACTION*

7. [Final Approval] 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*

8. [Final Approval] 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*

9. [Final Approval] 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 – INFORMATION*

10. [Final Approval] 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*

11. [Final Approval] Approve the Revised Administrative Code and the Debt; Equal Benefits; Investment; Rules of Order; and Sunshine Policies – ACTION*

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Walton.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

End of Consent Agenda

12. Vision Zero: San Francisco Municipal Transportation Agency Active Communities Plan – INFORMATION*



Christopher Kidd, Transportation Planner for SFMTA, presented the item per the staff memorandum.

Commissioner Preston thanked Mr. Kidd for the presentation. He stated that SFMTA Board had asked for a more comprehensive, visionary map of protected bikeways and Slow Streets, and that he had also asked for such a map a year ago and was told it would be presented in the fall of 2022. He asked what the status of the map was and when SFMTA staff would present to the SFMTA Board.

Mr. Kidd stated that a draft map was presented to the SFMTA Board on April 4th.

Commissioner Preston asked if the draft map presented on April 4th included the future vision for protected bikeways and the Slow Streets network, and Mr. Kidd responded in the affirmative.

Maia Small, Planning Director for SFMTA, further explained that the draft map had been presented to the SFMTA Board after the Active Communities Plan presentation on March 18th. She explained that the map referred to the existing active transportation network, infrastructure that needed upgrades, and locations in equity priority areas that needed to be focused on. She stated that SFMTA staff had identified some areas of concentrated need but had not specified routes for those areas because of the need for additional planning to account for technical challenges and community involvement. She summarized that a draft map did exist, but that it was evolving because of those key areas that needed additional work before staff would be able to identify specific routes.

Commissioner Preston stated that he'd been asking SFMTA to provide a visionary map for two years and had been asking for this publicly for at least a year. He stated he understood that there were areas that needed deeper engagement. He asked for the visionary map timeline and expressed that the public deserved a firm commitment and honesty from SFMTA about the work that needed to be done in order to be able to hold SFMTA accountable.

Ms. Small stated that a visionary map would be provided with the Active Communities Plan in spring 2024. She stated that the map would be developed in an incremental process and would be expanded.

Commissioner Preston asked if spring 2024 would be the first time the Board would see a map that expanded beyond the current Slow Streets network.

Ms. Small responded in the affirmative, and added the map's development would include points where additional conversations would occur.

Commissioner Preston expressed that this was a missed opportunity and that the public would be disappointed to not see a proposal for expanding Slow Streets for another year. He outlined a range of slow streets infrastructure, from physical infrastructure which would prevent people from driving through, to Quick Build diverters and speed humps, to small signs on either side of an intersection, to no infrastructure at all. He stated the latter case was presented in his district at Page Street and Divisadero Street, where fast-moving traffic could turn right from Divisadero onto Page without knowing that Page was a Slow Street, resulting in a very dangerous situation. He stated that diverters at that intersection had been approved for nearly a year but were still not in place. He stated his desire to get a public



commitment from SFMTA that the diverters would be installed by May. He asked for clarification on what had been causing delays in installing infrastructure on permanent Slow Streets.

Jamie Parks, Livable Streets Director for SFMTA, stated that the SFMTA Board directed staff to limit vehicle traffic on Slow Streets to 1,000 vehicles a day at 15 miles per hour, and staff were committed to meeting that directive. Mr. Parks stated that a report on these metrics would be released in the next two weeks, following which SFMTA would work to bring Slow Streets that weren't meeting the directive into compliance. He confirmed that SFMTA would put traffic diverters and turn-calming measures on Page Street and Divisadero Street no later than Bike to Wherever Day on May 18th.

Commissioner Preston asked what was causing the delay between approval and implementation of measures. He stated that measures on Divisadero Street were approved last August and the funding had been allocated. He asked why diverters were still not in place ten months later.

Mr. Parks responded that a confluence of three things had led to the delay: the need to wait for a construction project at the location to conclude, a backlog of projects due to the wet winter, and limited staffing at the sign and paint shops.

Commissioner Preston thanked SFMTA for their commitment to implementing measures in May. He expressed that he looked forward to continuing to work with SFMTA to implement physical infrastructure on Page Street. He stated that there was a conspicuous lack of improvements in the Tenderloin, despite every one of the Tenderloin's streets being on the High Injury Network. He stated that there had been delays on the Golden Gate Greenway and expressed his desire to raise the sense of urgency for improvements in the Tenderloin, especially if an expanded Slow Streets proposal would not be heard for another year. He spoke in support of creating car-free spaces in the Tenderloin.

Mr. Parks expressed that SFMTA shared Commissioner Preston's interest in improving Tenderloin streets. He stated that SFMTA was almost finished with Quick-Build implementation in the Tenderloin and was also aware that it was not finished rebuilding Tenderloin streets. He stated that SFMTA staff looked forward to continuing work in the Tenderloin, including on the Golden Gate Greenway and a traffic calming pilot. He stated that SFMTA staff hoped to work with the District 5 community on additional changes.

Vice Chair Melgar expressed excitement about working with Ms. Small in her new role. She concurred with Commissioner Preston's comments about the need for a visionary plan and expressed that she would have expected it to be developed sooner. She stated that she expected SFMTA to come through on its commitment to developing a plan. She stated that the city had a commitment to develop more housing on the west side of town, and that the west side had the worst transit, bicycle and pedestrian infrastructure in the city. She explained that District 4 was home to SF State University, City College of San Francisco, and UCSF Parnassus, and therefore had a lot of students commuting in by bicycle. She stated that she did not hear in SFMTA's presentation how it would focus outreach on the west side. She expressed that she was tired of SFMTA performing poor community outreach, then blaming the community for being obstructionist. As an example, she recalled that Twin Peaks Boulevard was closed off during the pandemic. She stated that tourists began parking



their cars at the bottom of Twin Peaks, which presented an opportunity for car break-ins, following and the neighborhood blamed bicyclists for the higher incidence of crime. She expressed that although this placing of blame wasn't fair, neither were accusations that residents did not want bicyclists to be safe. She asked what the SFMTA would do differently with the Active Communities Plan to engage in effective community outreach with both communities of color on the east side and communities on the west side, considering these areas' varied populations and constituencies. She expressed her support for the initiative and her desire to conduct fair outreach.

Mr. Kidd responded that SFMTA was concerned with aligning itself with both the transportation and housing elements, as both these aspects were inextricably linked. He stated that there was a need to take the changes recommended in different plans into account. He stated that for the Active Communities Plan, SFMTA was conducting a year of outreach and engagement over multiple cycles to show the communities how their input would be incorporated in the plan, demonstrate SFMTA's responsiveness to expressed needs, and build trust and relationships. He stated that many issues surrounding the bicycle network were programmatic and had to do with access and affordability. He added that those issues needed to be addressed in parallel to the network to develop a network that people would use and have access to.

Ms. Small stated that she had been on a bike ride with PODER in District 7 over the weekend and had experienced trying to get from the east to the west side of the city and back. She expressed that riding on Brotherhood Way felt more like engaging in activism than a bike ride. She stated that the Active Communities Plan was built on lots of long-standing work, including Connect SF. She stated that SFMTA was doing community engagement for the Active Communities Plan differently by seeking to understand communities' mobility needs and experiences from their perspective. She stated that in some cases community needs centered on walking, biking, and other active transportation, in other cases on transit, and in still other cases on EVs and cars. She stated that priorities for these varied uses needed to align with the needs of vulnerable people. She stated that a lot of public input that would result from the Active Communities Plan development process would not fit within the plan and emphasized the importance of the Transportation Element to direct that input to other means of problem solving. She stated that community outreach for the Active Communities Plan sought to understand problems from the public's perspective, rather than simply applying SFMTA's tools to community problems.

During public comment, Richard Rothman of District 1 stated that he'd never seen SFMTA discuss Vision Zero in the Richmond and requested SFMTA to fix the intersections. He stated that a senior citizen died in an accident at 38th Street and Balboa Street two years ago, and that SFMTA had done nothing to improve the intersection. He stated that Commissioner Chan had secured funds to install flashing beacons. He stated that in May 2022 a senior citizen was hit by a car while walking across the street at 37th Street and Fulton Street. He stated that Commissioner Chan had secured funds to install speed humps, which SFMTA had not yet installed. He said that it had been requested that the pedestrian crossing signal turn on at the same time that the light turns green by the senior center at 37th and Fulton, but this request had not been fulfilled. He added that the lights on Fulton Street west from 25th Avenue



were timed to speed up Muni buses, rather than account for pedestrian safety. He stated that he could barely cross the street in time because the crossing signals were too short, and expressed his desire that pedestrian safety be prioritized as much as transit, and that the west side of the city receive more attention.

A public commenter stated that Vision Zero meant 'zero vision,' as nothing could evolve from zero.

13. Vision Zero: Speed Management Update – INFORMATION*

Uyen Ngo, Vision Zero Acting Program Manager and Education Lead, presented the item per the staff memorandum.

Commissioner Dorsey expressed appreciation for the work on speed enforcement cameras and to Police Chief William Scott. He stated that this topic was of great concern to District 6 as it was increasingly dense and residential and located off of a highway. He expressed optimism for speed enforcement and its potential to change people's relationship to the open road when exiting a highway and entering a dense community by imposing a certainty of speed enforcement on all drivers.

Vice Chair Melgar thanked SFMTA staff for the presentation and commented that the efforts to manage speed were not working. She asked what could be done to rectify the situation. She stated that traffic fatalities were up this year. She explained that she rode her bike to City Hall every day and experienced a close call every day. She stated that adding 20 mile per hour signs hadn't made a difference for Ocean Avenue, and that former Supervisor Yee had pushed to add 25 mile per hour signs to Monterey Avenue, and that traffic on Monterey Avenue is regularly 40 miles per hour or more. She stated her understanding that SFPD was short about 500 staff, and expressed fear that simply hoping to return to the way things were previously would not yield an adequate effort. She stated that Kirkham Street, which was previously a Slow Street, had faced challenges, and that it now experienced worse traffic than it had before it was a Slow Street. She expressed disappointment at the lack of detail in the presentation about future efforts. She then thanked the Transportation Authority for its work on Ocean Avenue, which was used by many children and seniors and was one of the worst corridors in terms of traffic fatalities. She stated that plans had been in place for years without anything being implemented. She asked what would be done differently, and expressed frustration that physical infrastructure, such as a road diet on Junipero Serra Boulevard and improved crosswalks, was not prioritized. She stated that pedestrian safety should be prioritized no matter what changes had occurred to the streets. She stated that in the midst of the climate crisis, the City needed to encourage people to walk. She asked what would be done differently in regard to physical infrastructure, considering that enforcement resources were scarce.

Mr. Parks assured Vice Chair Melgar that he and SFMTA shared her frustration. He stated that it was clear that SFMTA needed to change its approach because infrastructure improvements had not resulted in fewer traffic deaths. He stated that there were tools that were proven to be effective, such as daylighting and painted safety zones, and that they needed to be implemented more quickly. He stated that SFMTA was committed to implementing Quick Builds on the entire High Injury Network by 2024, and that they had just completed an analysis of needed improvements. He stated that there had never been stronger support from elected officials to implement safety improvements than the present moment, and that SFMTA



now needed to address the resources challenge. He stated that enforcement also needed to be a component of the Vision Zero strategy, and that SFMTA would continue to work on infrastructure improvements and hope for enforcement legislation.

Commissioner Engardio expressed that transportation conversations often consisted of strongly differing opinions between 'bike people' and 'car people,' but that recently he'd been hearing concerns from people who did not identify as an activist for any particular transportation mode that speed limit and stop signs were being treated as suggestions. He stated his understanding that the city was short more than 500 police officers, and asked whether the Board should revisit surveillance policy to allow for automated traffic enforcement. He added this would guarantee traffic violations are ticketed and deter illegal driving behaviors. He also proposed that the entire city be daylighted and stated that doing so would be relatively cost-effective as it would just be paint, as opposed to the millions of dollars spent on Quick Builds.

Mr. Parks responded that SFMTA was interested in automated traffic enforcement technology, but that it was not authorized at the state level. He stated that daylighting was a proven safety measure and that SFMTA was installing hundreds of daylighting zones per year. He stated that the initial focus for daylighting was on the High Injury Network, and that daylighting had been completed across the entire network in 2022 before the network was updated. He said that SFMTA's next priority was completing improvements on the updated network, and they were interested in doing additional daylighting. He stated that an issue with daylighting was that paint would only last a couple of years before requiring maintenance, but that SFMTA was not opposed to increasing daylighting.

Commissioner Preston thanked SFMTA staff for the presentation and for implementing speed reductions along 28 corridors once it was authorized by the state. He asked about the effectiveness of speed radar signs, as he understood that studies had shown that they reduced speeds. He noted that SFMTA only planned to install a handful of speed radar signs. He asked staff to comment on their effectiveness, their current presence in San Francisco, and plans to add more. He noted that his interest in speed radar signs stemmed in part from inquiries he'd received from people about adding them to Fell and Oak streets.

Mr. Parks responded that he would classify speed radar signs as a moderately effective measure and not a replacement for re-designing streets. He stated that SFMTA was looking into switching to better materials for speed radar signs. He explained that the traditional signs weighed between 120 and 150 pounds and required digging a foundation and installing a special pole, but that newer signs could be mounted on standard sign poles. He stated that reducing cost and delivery time could make it feasible to install many more speed radar signs, but that they were not very cost-effective at their current cost. He stated that SFMTA was interested in installing more speed radar signs at a lower cost with the new technology.

Commissioner Preston asked if speed radar signs were particularly effective when installed on roads of a certain speed or width.

Mr. Parks responded that evidence of this effect was mostly anecdotal, but that sections of roadway where the speed limit increased or decreased along the length of the roadway would be areas to target.



Commissioner Preston stated that Fell Street fit this description, as the speed limit increased as drivers approached the Panhandle. He stated that he'd received requests for a speed radar sign in that area from his constituents.

Chair Mandelman expressed that he shared his colleagues' frustration that 10 years' worth of investments on the High Injury Network had not yielded better results. He stated that more enforcement was needed, particularly for the Focus on the Five violations. He stated that the Board had not managed to develop an effective strategy for getting the Police Department to Focus on the Five, and that an effective strategy needed to be developed. He noted that the numbers of traffic fatalities and injuries that would have occurred had infrastructure improvements not been made could not be known, but that they were likely higher than the current numbers. He stated that although the absolute numbers had not decreased, this did not mean that lives had not been saved by the investments made. He asked SFMTA how it saw the effectiveness of investments and noted that lower speed limit signs had not resulted consistently in lower traffic speeds. He noted that Quick-Builds were intended to give staff an idea of what was working and asked how SFMTA was assessing effectiveness and how this shaped their ongoing work.

Mr. Parks stated that it was hard to say how the city would be doing without the investments already made. He noted that traffic fatalities were increasing nationwide. He stated that staff evaluated Quick Builds extensively, and that they had resulted in an approximate 30% reduction in injuries. He stated that SFMTA was confident that Quick Builds were sensible and improved safety. He agreed that the results of lowering speed limits were inconsistent. He noted that in many cases, lowering speed limits had simply brought the speed limit down to what it should always have been. He added that in other cases, such as multi-lane streets with Muni service in commercial districts like Ocean Avenue or Third Street, required tools in addition to simply lowering speed limits. He stated that education and automated enforcement would help in these cases.

Chair Mandelman stated that he'd heard skepticism about the ability of SFMTA to install QuickBuilds on all segments of the High Injury Network by 2024, and asked staff if they believed that reaching this goal was possible.

Mr. Parks confirmed that SFMTA believed it would meet the goal. He stated that SF Department of Public Health had provided a new High Injury Network last fall, and that staff analyzed that network to identify streets without treatments installed, which comprised about 50 of the 130 miles of the network. He stated that SFMTA had hired a consultant to identify needed improvements along those 50 untreated miles, and that a complete list of needed improvements would be completed in May. He stated that the Quick-Build tools were proven and accepted and could be implemented without a complicated community engagement process.

Chair Mandelman noted that enforcement was a critical missing piece in the Vision Zero strategy and asked why zero red light cameras had been installed last year.

Mr. Parks responded that installing red light camera systems required large capital investments of close to half a million dollars per intersection. He stated that installation of red-light cameras had been delayed due to staffing shortages as staff were pulled into working on other emergency response measures like Shared Spaces. He affirmed that SFMTA was committed to installing more red light cameras, but that



the current camera systems made it difficult to expand the program at scale.

Chair Mandelman asked how much of the half a million dollars estimated cost per intersection was a hard cost.

Mr. Parks responded he could provide more information on the costs of installing red light cameras. He added that red light cameras came with an operational cost that was greater than what they generated in citation revenue.

Chair Mandelman stated that he wanted more information on the costs of red light cameras. He noted that there had been cases when infrastructure projects became very expensive, irrespective of the cost of the infrastructure itself.

During public comment, Becca Motola-Barnes of Walk San Francisco stated that the top factor in fatal crashes was dangerous speeds. She noted that the SFMTA had committed to developing a plan to mitigate dangerous speeds and stated that the plan being presented to the Board was insufficient and only summarized SFMTA's current work. She stated that SFMTA was not doing enough to fully address dangerous driving speeds or to strategize about how to solve the problem. She stated that a systematic, detailed, outcome-based plan to address dangerous speeds was urgently needed. She stated that the current plan did not employ proven solutions, such as vertical speed reducers, speed humps, speed radar signs, and timed traffic lights. She stated that the current plan lacked performance measures. She stated that SFMTA's explanation that the plan was a work in progress did not produce real progress that saved lives. She asked the Board to hold SFMTA accountable to providing a detailed, measurable plan to address dangerous speeds.

A public commenter expressed appreciation that \$17 million was being directed to the Western Addition to alleviate problems. He stated that more lights and better speed management were needed, especially where freeway traffic ran from Octavia Boulevard onto Fell Street. He expressed that the Vision Zero strategy was a great start.

A public commenter stated that technology could not be controlled efficiently and suggested that the city launch a campaign to increase awareness of one's surroundings.

Dave Alexander of Richmond Family agreed with Mr. Parks' statement that a multi-pronged approach was needed. He expressed appreciation for Commissioners Dorsey, Preston, and Melgar's comments. He stated that during his morning commute, a driver had been driving the wrong direction on Page Street toward Octavia Boulevard, and that he'd alerted the driver, who then stopped about 50 feet before Octavia. He stated that he'd seen this kind of free-for-all atmosphere throughout the city. He stated the need for reducing traffic lanes and adding speed bumps without slowing transit service. He noted that there were 39 fatalities logged on the Vision Zero dashboard, which represented the most fatalities since the city's adoption of Vision Zero in 2014. He noted that most fatalities were people driving or walking. He stated that painted daylighting worked only when it was implemented with infrastructure like plastic posts, and that he'd seen many violations of the red zones, particularly next to schools. He stated that simply fining violations was not sufficient, and that he had spoken with a contractor who had parked his vehicle in a painted bike lane who was unconcerned about being fined.



Claire Fran, a District 8 resident, stated that she frequently biked through Districts 4, 5, and 7 to get her toddler to preschool. She expressed that she felt safest while bicycling when other people on bikes were present on the street, as this made drivers more aware of cyclists. She asked if the state legislature was focusing on bicycle subsidies that increased bike usage and decreased car usage for intra-city trips. She stated that the top crash factor was cars. She asked when subsidies for bikes would be realized at even a fraction of the millions of dollars available in subsidies for private vehicles and electric vehicles.

Barry Toronto expressed concern about drivers running red lights and stop signs, and about autonomous vehicles parking and obstructing traffic. He expressed the need to work with law enforcement to curb traffic violations. He stated that, as a taxi driver, he didn't take calls on Page Street because it was a Slow Street and could not be accessed. He stated that he did not take calls in the Tenderloin at night because the lights were timed poorly, which made it difficult for him to reach his customers in a timely fashion. He stated that some people were not able to walk, take the bus, or ride bicycles, and asked that the Board consider the effects of traffic changes on the ability to provide taxi service to those in need.

Claire Amable, Director of Advocacy for the San Francisco Bicycle Coalition, thanked the Board for its commitment to Vision Zero. She said she wished the presented plan were more specific and included metrics and deadlines. She stated that she lived in the Excelsior and rode her bike to work on Market Street, and that she competed with speeding cars during her commute along Mission Street from Excelsior Avenue to St. Mary's. She stated that she was originally from the Tenderloin, where a neighborhood-wide 20 mile per hour speed limit was piloted, along with no-turn-on-red at several intersections and Quick-Builds. She echoed the statements made by Becca Motola-Barnes of Walk SF that the presented plan was missing effective tools, such as speed humps, turn calming, lane reduction, speed radar signs, and Slow Streets. She stated that the speed management plan needed to be more comprehensive, and that all city departments needed to be held accountable and work together to meet their commitment to achieve the goal of zero traffic fatalities by the end of 2024.

14. Vision Zero: 2022 Traffic Fatality Report – INFORMATION*

Iris Tsui, Vision Zero SF and Senior Epidemiologist, presented the item per the staff memorandum.

Commissioner Walton asked if the numbers of traffic fatalities in 2023 were available, and Ms. Tsui responded that there had been five fatalities so far this year.

Commissioner Safai asked SFMTA staff to speak to the impact of no-turn-on-red signs on reducing fatalities.

Ms. Tsui responded that information on which vehicle codes were violated in crashes that resulted in deaths was available. She stated that the top three causes of fatalities were unsafe speeding, not stopping at a red signal, and not yielding to pedestrians at crosswalks. She stated that SFMTA was interested in looking further into the relationship between traffic regulation and driver and pedestrian behavior.

During public comment, a public commenter expressed that the scale of safety in transportation should be considered, as no progress could be made without challenging oneself.



15. TNCs 2020: A Profile of Ride-Hailing in California - INFORMATION*

Joe Castiglione, Deputy Director for Technology, Data, and Analysis, presented the item per the staff memorandum.

Commissioner Chan ask for clarification about what the green and gray bars represented on the general characteristics graph on slide 9 of the presentation.

Mr. Castiglione responded that the gray bar showed the total number of trips per county and the green bar showed the number of trips per square mile for that county. He pointed out that San Francisco's per square mile rate was 500 times higher than the rest of California.

Commissioner Chan asked whether this caused increased congestion on streets.

Mr. Castiglione replied that it absolutely did and that explained that there was actually an exponential increase in congestion for each additional car on the road.

Commissioner Chan pointed out that TNC taxes came in lower than the Controllers estimate and asked when we would get the updated data.

Mr. Castiglione replied that it was hard to project considering the incomplete data reports. He referenced issues with taxpayer confidentiality and suggested that the Transportation Authority could provide the data to the tax collector so that they could independently verify.

Vice Chair Melgar raised concerns about the integrity of the data reported and asked if there were any repercussions.

Mr. Castiglione replied that he was not aware of any repercussions and there had been no public enforcement actions. He noted that the Transportation Authority did raise some of the data issues with the California Public Utilities Commission (CPUC) a year ago.

Vice Chair Melgar stated that it was clear the brunt of the negative effects of the TNC industry were borne by the metro areas but that they did not have any regulatory power. She also pointed out that TNCs do not track where their drivers originate from and that many drivers drive far distances to get to areas with higher demand.

Commissioner Preston stated that the current condition was the result of the transportation industry being deregulated. He went on to say that repercussions needed to be created and asked whether there were any lawsuits to force the TNCs, specifically Lyft, to provide the complete data.

Mr. Castiglione replied that he was not aware of any lawsuits and noted that the Transportation Authority did not receive the reports directly from the TNCs, but rather from the CPUC, who may have redacted some data themselves.

Commissioner Preston questioned whether there was any reason to believe that the CPUC was redacting Lyft's data and not Uber's.

Mr. Castiglione replied that he did not want to speculate.

Commissioner Preston questioned who at the CPUC was responsible for enforcement.

Mr. Castiglione responded that the CPUC had a Consumer Protection and Enforcement Division that he assumed would be responsible for enforcement.



Commissioner Preston questioned whether any enforcement action had been explored.

Mr. Castiglione responded that there had not been any but in the past the City had initiated litigation about other TNC issues in the past.

Commissioner Preston responded that it was time for the Transportation Authority and the City Attorney to explore the possibility of legal action.

During public comment, Barry Toronto stated that there were tools that could be used to regulate TNCs but that they were not being used. He stated that TNC drivers often parked idle in white zones while they waited for their riders. He stated that the police did not enforce white zone wait times and suggested that TNCs shorten the time drivers will wait for riders.

A caller questioned whether the TNC apps were limiting route options to keep drivers from using slow streets because traffic on slow streets should be limited as much as possible.

Other Items

16. Introduction of New Items - INFORMATION

There were no new items introduced.

17. Public Comment

During public comment, a commenter stated that public transit was a benefit to the public and that the Transportation Authority should ensure that SFMTA did not serve a political agenda that did not benefit the public.

The next commenter stated that transportation had changed a great deal just in the last 10 to 15 years, with the addition of TNCs and autonomous vehicles to the city's streets. He said that he had learned a lot during the meeting and thanked the Board for allowing him the chance to speak.

A Mission business owner stated that skateboards and other small wheel transportation devices were included in the discussion and reports and that shared sidewalks should be included in any mobility plan.

Lian Chang, a member of the WalkSF board, commented that while she was happy that pedestrian safety and reducing speeds were a focus of vision zero, the report lacked clear metrics and timelines to measure and track progress and that she wanted to see more of a focus on how we can use the tools we already have more effectively.

18. Adjournment

The meeting was adjourned at 12:39 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, April 26, 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, Najuwanda Daniels, Calvin Ho, Jerry Levine, Rachael Ortega, Kevin Ortiz, Eric Rozell, and Kat Siegal (8)

CAC Members Absent at Roll: Rosa Chen and Mariko Davidson (arrived during Consent Agenda) (2)

2. Chair's Report - INFORMATION

Chair Ortiz reported that Speaker Emerita Nancy Pelosi recommended \$3 million in funding to modernize an elevator at BART's 16th Street station. The CAC had previously called on the Board to fund this elevator modernization through the One Bay Area grant program but the Metropolitan Transportation Commission did not award it. Chair Ortiz then reported that the Transportation Authority had begun the District 1 Multimodal Transportation Study at the request of Commissioner Chan. The study will engage the community to identify challenges and near to long-term strategies to improve transit. Next, he announced that the CAC would receive an update on the San Francisco Municipal Transportation Authority's (SFMTA's) Commuter Shuttle program at their May meeting. Finally, Chair Ortiz announced that CAC meeting recordings were available on the Transportation Authority's YouTube page.

During public comment, Roland Lebrun stated that the proposed earmark from Speaker Emeritus Pelosi was not a lot but that hopefully it would get the project on the Federal Transit Administration's radar. He thanked the Transportation Authority for putting CAC recordings on YouTube and requested that the 'save transcript' button be enabled on Zoom.

Consent Agenda

3. Approve the Minutes of the March 29, 2023 Meeting - ACTION

4. Adopt a Motion of Support to 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- ACTION*

5. Community Advisory Committee Vacancy - INFORMATION

Vice Chair Siegal pointed out that there were two errors in the minutes that she requested to be corrected. She stated that under item 11, there was a request for a



presentation from the San Francisco Police Department on bike theft deterrence that was made by Member Barz, but was incorrectly attributed to her. Finally, she pointed out that on the vote record for the Consent Agenda, Member Rozell was recorded as nay when he was in fact absent.

There was no public comment on the Consent Agenda.

Vice Chair Siegal moved to amend the minutes as noted above, seconded by Member Barz.

The motion to amend the minutes was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ho, Levine, Ortega, Ortiz, Rozell and Siegal (8)

Absent: CAC Members Chen and Davidson (2)

Vice Chair Siegal moved to approve the Consent Agenda as amended, seconded by Member Rozell.

The Consent Agenda, as amended, was approved by the following vote:

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

Absent: CAC Member Chen (1)

End of Consent Agenda

6. Adopt a Motion of Support to 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 – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

CAC Chair Ortiz asked about the process to decide on Urban Alchemy as the vendor for BART's Elevator Attendant Program.

Aileen Hernandez, Principal Grants Officer at BART, responded that the Elevator Attendant Program was launched as a pilot program in 2018 and at that time BART brokered a relationship with Hunters Point to provide the Elevator Attendant Program services based on the services they were providing at the Pit Stop. She noted that subsequently one of the Hunters Point staff members became the Executive Director of Urban Alchemy, which was created in 2019 as a San Francisco community-based organization. She stated that BART has had a contract with Urban Alchemy since then and the current contract with Urban Alchemy was through June 2023. She stated that BART planned to extend the contract with Urban Alchemy for two more years and that BART would go out to bid for contractors for the Elevator Attendant Program during the second year.

Chair Ortiz commented that the Elevator Attendant Program was just for the four downtown stations and if the program was expanded out to other stations in San Francisco it would be good to have community-based organizations provide the elevator attendants, particularly the Mission District based organizations in order to



build trust. He noted that he would like to see the Elevator Attendant Program at the Mission District and Balboa Park Stations.

CAC Member Barz noted that the goals of the Elevator Attendant Program were to improve safety, mobility, and accessibility for BART and SFMTA customers using the elevators. She asked if those goals were being met and how BART was assessing if the goals had been achieved.

Ms. Hernandez replied that BART submitted data to the Transportation Authority on a quarterly basis with stats about elevator usage, including usage by people with wheelchairs and strollers, and from that data there was evidence that usage had increased. She also noted that BART tracked biowaste incidents in elevators and that those incidents had decreased. She commented that BART captured quantitative and qualitative data that had shown elevator usage had increased and that indicated people felt safer and that people thanked the elevator attendants for their presence. She noted that the elevator attendants were present at the elevators during all 21 hours that service is provided, so BART collected data from throughout the day.

Member Barz asked if the performance metrics data was in the memo.

Ms. LaForte commented that the BART Elevator Attendant application included the performance metrics, but not the data on outcomes from past years and that the Transportation Authority and BART would follow up and share that information.

CAC Member Rozell stated that he supported the comments and questions poised by the two previous CAC members. He commented on his experience when he recently was at a downtown San Francisco BART station with a friend who used a wheelchair and the elevator attendant was present and deterred unwanted activity so that he and his friend were able to use the elevator, which was appreciated.

CAC Member Davidson commented that she supported and agreed with the three previous CAC members and their comments. She stated that she would like to see elevator attendants at all the San Francisco BART stations, all the way down to the Balboa Park station. She commented on her recent experience when she was with a person who needed elevator access and the swipe card did not work for access to the elevator and she had to walk up the stairs to have a BART elevator attendant buzz her in. She commented that it would have been very helpful to have an elevator attendant present.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Member Chen (1)

7. Adopt a Motion of Support to Adopt the School Access Plan Final Report – ACTION

David Long, Transportation Planner, presented the item per the staff memorandum.

CAC Vice Chair Siegal asked whether the study yielded a cost estimate for new shuttle



programs.

Mr. Long responded that costs for shuttle programs varied widely according to program design, so there was no specific cost estimate, however the report did include a cost estimate for expanding existing yellow school bus program operated by the San Francisco Unified School District (SFUSD).

Vice Chair Siegal then encouraged the San Francisco Municipal Transportation Agency (SFMFTA) to explore an expansion of the Muni Transit Ambassadors Program (MTAP). Member Siegel shared conversations she had with SFSUD students in which students shared experiences of harassment. Member Rozell echoed Vice Chair Siegal's support of the MTAP program.

Member Barz asked how many families would benefit from the report's recommendations.

Mr. Long shared that the recommendations should advance study goals to improve safety, improve transportation options, and reduce greenhouse gas emissions [for students with long distance commutes]. He shared that every school trip ends at the school site, thus infrastructure safety improvements should benefit all students. He said that transit trainings would reach a more limited number of families, given that relatively few students used Muni for their school trip. Mr. Long added that caregivers shared concerns about personal safety when riding Muni during outreach, suggesting that transit trainings could help with these concerns and benefit a wider group of families than those currently taking transit. Mr. Long shared that discounted fare awareness would reach a smaller population but could benefit caregivers with low incomes who were a priority for the study.

CAC Member Barz asked whether study benefits could be quantified. She shared that school transportation was a major challenge for many parents and that she did not have confidence that the identified strategies would address the needs of parents in her district. She asked how many people would benefit and how their lives would change.

Mr. Long responded that the study did not complete a quantitative analysis to determine specifically how many caregivers lives would be changed but that if recommendations were implemented, that caregivers would have safer, more convenient, and more sustainable transportation options for school trips.

Maria Lombardo, Chief Deputy Director, added that many of the strategies could be advanced as pilots which could help gauge their effectiveness.

CAC Member Daniels shared concerns about the implementation of recommendations. She shared an experience where SFMTA conducted a walk-audit, but neither the school district nor SFMTA communicated next steps. She asked who would monitor the SFMTA and the school district to ensure ongoing coordination is effective.

Mr. Long shared that each walk audit included funds for the construction of low-cost improvements, so ideally SFMTA would be able to move quickly and implement walk audit recommendations.

Arcadio Fokin, SFUSD Executive Director of Transportation, shared that SFUSD collaborated with SFMTA on yellow school bus drop of zones. He shared that SFMTA



funded one position with SFUSD and that an SFUSD team was dispatched to school sites whenever safety concerns about loading zones were raised.

CAC Member Davidson noted that half of all SFUSD students lived within one mile of school and 70% lived within two miles, yet only 27% walked. She asked whether a goal could have been included to increase walking and biking. She spoke to the importance of traffic enforcement alongside infrastructure improvements.

Mr. Long responded that the School Access Plan was intended to develop strategies specifically for caregivers and students who needed to take long distance trips. He shared that SFMTA's Safe Routes to Schools program was designed to help students who lived close enough to school to walk and bike.

Crysta Highfield, SFMTA Safe Routes to School Program Coordinator, shared that the Safe Routes to School did have a mode shift goal, and that for kindergarten through 5th grade students, the program defined walkable trips as shorter than a half-mile. Ms. Highfield added that the Safe Routes to Schools program assessed trip distance and data about how students arrived at school when prioritizing schools for walking, biking, transit, and carpool programming.

CAC Member Rozell disclosed that he worked on Safe Routes to School programming in his professional capacity.

CAC Chair Ortiz asked for clarification about the shuttle strategy.

Mr. Long shared that the report defined three implementation pathways for the shuttles strategy. The first involved expanding SFUSD's existing yellow school bus program. The report also recommended that the Department of Children, Youth, and their Families fund non-profits to provide transportation to aftercare activities. The third pathway recommended that service plans for neighborhood shuttles that were already being scoped and piloted include trips for youth within their service plans.

Chair Ortiz commented that SFUSD managed yellow school bus service, not the Transportation Authority, and that the budget for the program was approximately \$30 million annually. He asked what the Transportation Authority's role would be.

Mr. Long responded that yellow school buses were expensive to operate and that this was a national problem. He shared that there was renewed interest at the state level to fund school transportation including legislation which passed during the previous legislative session which reimbursed school districts a portion of their operating expenses for home to school transportation. He shared that part of the report's recommendation involved working with SFUSD to ensure San Francisco was pursuing all funding opportunities as they arose. Another part of the recommendation was to quantify the need for yellow school bus services to help the city advocate for increased funding.

Chair Ortiz shared that he would like to see MTAP expansion moved from a tier 2 strategy to a core plan recommendation, especially within sensitive communities. He also shared that without consistent transit service, transit training and transportation coordinator strategies may be ineffective. He asked to keep root causes in mind and for more details about the pilots being considered.

Mr. Long shared that the School Access Plan recommended two implementation pathways for transportation coordinators. The first was through SFUSD's Educational



Placement Center where counselors worked with families enrolling in school for the first time. The second implementation pathway recommended that the transportation coordinator role be piloted at a Beacon School, which is a school that had implemented San Francisco's Community Schools model. Mr. Long shared that a variety of responsibilities could be included in the transportation coordinator role which extended beyond transit including sharing information about the existing transportation network, helping to enroll caregivers in existing programs, and organizing walkpools, buspools, and carpools.

Chair Ortiz asked for clarification about how the role could be staffed. Mr. Long shared that the pilot role could be funded by the Department of Children Youth, and their Families. He shared that the position could be new position or could be incorporated into the job description of an existing role at a Beacon site. Chair Ortiz recommended that transportation coordinator responsibilities be incorporated into the job description of the existing role as organizations are already trusted within the communities they serve.

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

Chair Ortiz opened the motion for discussion and requested an update for the CAC on plan implementation.

Chief Deputy Director Lombardo replied that there may be a good opportunity in the next several months when the Prop L 5-Year Prioritization Programs come before the CAC.

Chair Ortiz suggested an update in 3-6 months.

The item was approved by the following vote:

Ayes: CAC Members Daniels, Davidson, Ho, Levine, Ortega, and Siegal (6)

Nays: CAC Members Barz (1)

Absent: CAC Member Chen (1)

Abstain: CAC Members Ortiz and Rozell (2)

8. Vision Zero: San Francisco Municipal Transportation Agency Active Communities Plan – INFORMATION*

Christopher Kidd, SFMTA Transportation Planner, presented the item per the staff memorandum.

Member Rozell stated that he was involved in the Active Communities Plan in his role at the Tenderloin Community Benefit District and abstained from the discussion.

Member Levine asked if there were regulations as to what types of devices could be used in bike lanes.

Mr. Kidd responded that there were existing regulations on lane usage by electric bicycles based on the maximum speed they could achieve. He stated that mopeds were not legal in bike lanes and that many emerging mobility devices, such as electric skateboards, one wheels, and hoverboards, were in a gray area when it came to regulation. He noted that, in designing and implementing the active transportation network, the SFMTA sought to prioritize its most vulnerable users. He stated that



SFMTA was working with the Mayor's Office on Disability to design bicycle facilities with disabled people and users in mind.

Member Levine suggested SFMTA run a public education campaign about appropriate bike lane usage by different mobility devices.

Mr. Kidd thanked Member Levine for the recommendation and stated that SFMTA potentially could pursue such a campaign as a programmatic component of the plan.

Member Daniels asked how community partners from Equity Priority Communities had been chosen and requested that staff seek more partnerships in District 10, as they only had one partnership.

Mr. Kidd responded that the community partners involved in the plan were chosen in 2019 when SFMTA was applying for a Caltrans grant for the project, and that they had been brought onto the project as sub-applicants with the ability to shape the project's scope of work. He stated that they were chosen because they had the capacity and interest to participate. He stated that SFMTA was interested in working with other partners and wanted to ensure there was broad representation in the plan. He stated that SFMTA also wanted to ensure there were opportunities to engage with District 10. He added that they would be present at Bayview Sunday Streets and at the Juneteenth celebration.

Vice Chair Siegal asked if there was an explicit definition of a network based on safe and comfortable connectivity between neighborhoods.

Mr. Kidd responded that SFMTA was working to develop specific network metrics in an iterative process so that public input could influence future outcomes. He stated that there were a lot of existing plans and policies that prioritized comfortable networks and advanced mode shift and safety goals. He added that SFMTA wanted to use those existing frameworks to develop network recommendations in the Active Communities Plan. He said that the purpose of network connectivity analysis would be to hold the plan's recommendations accountable for improving access.

Member Ortega expressed appreciation for the large number of outreach activities SFMTA had planned but noted that no events had been planned for the Castro and Noe Valley until after June. She stated that she wanted to make sure at least one outreach event was in District 8 before then.

Mr. Kidd responded that SFMTA staff had been at the Castro farmers' market in early April. He stated that SFMTA wanted to ensure representation from each District in each phase of the plan's development, and requested recommendations from Member Ortega on additional organizations or events that could provide engagement opportunities.

Member Ho thanked Member Daniels for her question about equity and asked why just one Chinese language partner had been chosen, rather than several across the city.

Mr. Kidd responded that this decision had to do with Caltrans's definition of disadvantaged communities, which was more limited than the City's definition and therefore limited qualifying neighborhoods. He explained that SFMTA had chosen partnerships with groups that fell within Caltrans's definition of disadvantaged communities to be more competitive for the grant. He expressed his understanding



that there was a need to include Chinese language partnerships in the plan's development and stated that SFMTA had worked with Community Youth Center (CYC) and Chinatown Community Development Center (CCDC). He added SFMTA would coordinate with the Transportation Authority's District 1 Mobility Study to ensure collaboration with many groups across San Francisco's Chinese language communities.

There was no public comment.

9. Vision Zero: Speed Management Update – INFORMATION*

Uyen Ngo, SFMTA Vision Zero Acting Program Manager and Education Lead, presented the item per staff memorandum.

Member Ortega asked that the next update include information on the impact of lower speed limits on bus service and other traffic, and on privacy concerns surrounding automated speed cameras.

Vice Chair Siegal thanked staff for the presentation and noted that the data had shown that 20 mile per hour treatments had not resulted in significantly lower speed, and that those corridors where speeds were below 20 miles per hour had already been so before treatment. She encouraged SFMTA to avoid updating signage without updating infrastructure as it did not appear to be a worthwhile investment.

Member Rozell concurred with Vice Chair Siegal and stated that reducing speeds required infrastructure changes. He stated that the Tenderloin had piloted the 20 mile per hour program and saw some changes, but that infrastructural changes were needed on corridors that had not improved.

Member Davidson stated her understanding that action from the state legislature was needed before speed cameras and speed governors could be used, and asked if SFMTA had a plan for addressing sideshows in the meantime. She stated that there had been evidence of sideshows taking place throughout Ingleside and District 11, particularly on flatter blocks, and even in the middle of the day when people were out walking and bicycling. She asked if there was infrastructure that could be used to address this issue while enforcement capabilities were limited.

Ms. Ngo responded that SFMTA was aware of the sideshow problem and that she would check with staff about specific deterrence features installed in the past year.

Member Davidson stated that it was generally assumed that sideshows took place mostly in the Mission but stressed that they occurred in District 11 as well.

Anna LaForte, Deputy Director for Policy and Programming, noted that Transportation Authority had recently funded a Neighborhood Transportation Program (NTP) project in District 6 to deter sideshow activities at freeway off-ramp areas with Botts' dots [raised yellow pavement markers] and rubber bumps.

Member Ortiz suggested that the Community Advisory Committee might benefit from a future presentation on the District 6 sideshow deterrence project, or could reach out to staff about it.

There was no public comment.

10. Vision Zero: 2022 Traffic Fatality Report - INFORMATION*



Iris Tsui, SFDPH Senior Epidemiologist, presented the item per staff memorandum.

Member Rozell asked if there was data on how many hit and run incidents were related to the open-air drug market.

Ms. Tsui responded that hit and run data would be included in the 2022 final report, which would hopefully be released in early May, as it was currently under final review by Department of Public Health leadership.

Vice Chair Siegal thanked staff for the presentation and stated that the numbers were disappointing. She stated that the number of pedestrian fatalities was shocking. She asked if SFMTA was on track to fulfill their commitment to daylight all intersections on the High Injury Network by 2024.

Ms. Ngo responded that 100% of the 2017 High Injury Network had been daylighted, and that SFMTA was now working on daylighting the entirety of the 2022 High Injury Network.

Member Barz asked if it would be accurate to say that there had been a significant increase in traffic fatalities across the country.

Ms. Tsui responded in the affirmative and stated that fatalities had reached record highs during the pandemic. She stated that a slide in the presentation had been intended to compare the current fatalities with pre-pandemic numbers and didn't show the record highs during the pandemic.

Member Barz asked if San Francisco could employ strategies used by San Diego or San Jose, as those cities had fewer fatalities than San Francisco.

Ms. Tsui responded that information on other cities' strategies was not necessarily as available as San Francisco's. She stated that other cities also exhibited differences in pedestrian exposure to traffic dangers, as San Jose, for example, had higher fatalities among people in motor vehicles than among pedestrians, which differed from San Francisco.

During public comment, Edward Mason stated that he'd seen a Vision Zero report some years ago and had read police summaries of a few collisions, including one in which a person had been in the street on Van Ness Avenue in front of City Hall, and another in which somebody had climbed atop a gasoline truck and fallen off. He asked if there would be a report released regarding the causes of traffic deaths and asked if vehicle types involved in traffic fatalities were tracked. He stated that the new styles of pickup trucks made it so that the driver's view of the road was impaired. Mr. Mason stated that when he approached an intersection while walking, he stopped and looked in all four directions before crossing. He said that this behavior had resulted in drivers stopping for him to cross. Finally, he noted that he saw many people walking with their smartphones and not paying attention and asked if this behavior was addressed in the report.

Vice Chair Siegal asked if vehicle types involved in traffic fatalities were tracked.

Ms. Tsui responded in the affirmative and stated that the data would be reported in categories including small, large, and commercial vehicles, light rail vehicles, and others.

11. TNCs 2020: A Profile of Ride-Hailing in California - INFORMATION*



Item 11 was continued to the May 24th CAC meeting.

12. Preliminary Fiscal Year 2023/24 Budget and Work Program - INFORMATION*

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

Vice Chair Siegal commented that it was a helpful presentation on the current financial state and a good look ahead at funding requests that would come before the CAC.

Chair Ortiz said that he was excited to see a Mission community based transportation plan as a part of the presentation.

During public comment, Ed Mason stated that he saw a SFMTA presentation where he learned that taxpayer funds were being used to monitor TNCs. He questioned why public money was funding this and not the companies themselves. He then stated that the Yerba Buena Island developers were making big money but it was public money that paid to expand the roadways.

Roland Lebrun commented on the Bayview Caltrain station study and commented that in the Executive Director's performance objectives, under item 26 from Resolution 23-24, it states that the Executive Director would allocate tax funds to improve bi-county transportation around the US 101 corridor among other things. Mr. Lebrun stressed the importance of this work to the CAC.

Other Items

13. Introduction of New Business - INFORMATION

Member Levine requested a Caltrain electrification project update that included a report out on how construction work was impacting train service. He mentioned that he had heard that the train schedule was erratic due to construction.

Vice Chair Siegal requested an estimate from SFMTA for how much it would cost to daylight every intersection in the city. She also requested an explainer on the rule making bodies and regulators for TNCs.

Member Rozell requested information on the requirements for subcontractors to meet ADA requirements. He referenced that there were issues with the curb ramps along the Safer Taylor Street project.

Member Ortega requested information on how SFMTA rolled out their planned [rail] maintenance schedule noting the lack of notification about planned maintenance even when boarding at a stop.

Member Davidson requested a discussion on traffic enforcement, specifically reckless driving, and what tools were available.

Member Ho echoed Member Ortega's comments and requested information on how SFMTA does outreach and why their signage and notifications were limited. He noted he only found out about some Muni maintenance work impacting the rail schedules via a non-Muni app on his phone.

Chair Ortiz requested an update on the Potrero Yard project and the Yerba Buena Island/ Treasure Island mobility plan, particularly for all the available modes of transit



on the island.

Member Barz requested an update on the status of the current CAC requested items.

During public comment, Roland Lebrun gave an update on the Caltrain electrification and stated that Caltrain had failed the short current test in November due to a mistake in the wiring between San Jose and San Francisco. He also explained that Caltrain would be requesting funding for additional trains because they had a federal mandate to increase seating. He stated that he would be sending the CAC a letter with more information.

14. Public Comment

During public comment, Ed Mason requested that CAC members speak directly into the microphones. He then stated that he read an article about how Google was looking to reduce expenses and discovered there was only one person on a commuter bus. Mr. Mason proposed that with that being the case, Google was a net generator of pollution and ridership should be shifted to Caltrain.

Roland Lebrun thanked the Transportation Authority for switching CAC meetings to Zoom and posting recordings to YouTube. He then asked that CAC meetings be livestreamed on YouTube as this would allow him to cast meetings onto a larger screen.

Chair Ortiz asked when the CAC would be receiving a presentation on corporate commuter buses.

Clerk Saunders responded that the Transportation Authority had a presentation scheduled for the May CAC meeting.

Member Levine commented that if the City could monitor the autonomous vehicles as closely as they do, they could do the same for corporate commuter buses and that they should put their priorities somewhere else.

Member Rozell requested that a map of where corporate commuter buses could and could not be used.

Chair Ortiz asked whether corporate commuter buses could use SFMTA bus stops.

Chief Deputy Director Lombardo clarified that commuter buses could use some SFMTA bus stops if they did participate in the program.

Chair Ortiz asked for that to be included in the map as well.

15. Adjournment

The meeting was adjourned at 8:35 p.m.

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Memorandum

AGENDA ITEM 4

DATE: May 2, 2023

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 5/9/2023 Board Meeting: Appoint Sean Kim as the District 1 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the 11-member CAC for the District 1 representative. Commissioner Chan has indicated her intent to nominate Sean Kim to fill the District 1 vacancy left when the previous member elected not to seek reappointment after their term expired. CAC members serve for a 2-year term. The current roster of CAC members is included in Attachment 1. The application for the District 1 candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

As described in the Transportation Authority's Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;



3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints eleven members to the CAC and each Commissioner nominates one member to the committee.

Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

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

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application (Mr. Sean Kim)
- Attachment 3 - Resolution



**San Francisco
County Transportation
Authority**

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

**Attachment 1
Updated 05.03.23**

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			1				
Kevin Ortiz, Chair	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Jan 2024
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2024
Calvin Ho	M	NP	4	Outer Sunset	Business, Disabled, Environment, Social and racial justice, Labor, Neighborhood, Public Policy, Senior	December 2023	Dec 2024
Mariko Davidson	F	NP	11	Ingleside	Environment; Neighborhood; Public Policy	February 2023	Feb 2025
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Apr 2025

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Sean	Kim	Male	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
East Asian		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 1	Central Richmond	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

This is Sean Kim who is a resident and a business owner in central Richmond district. My spouse, Alice and I co-operate Joe's Ice Cream at 18th ave and Geary Blvd since 2012. We moved to current address in San Francisco on 2013 and raised 3 children here. All of my children have used MUNI for commuting to school. I have enjoyed riding MUNI to attend meeting and going out to entertainment. I am an immigrant from Seoul, South Korea where citizens are heavily rely on mass transportation. Currently I am one of Geary Improvement Project CAC members since Nov 2021.

Statement of objectives:

If appointed, I would like to contribute to delivery voices from family with kids and seniors and small businesses. As San Francisco is one of lowest population metro under age 18, city needs to include voices from families with children and seniors. I believe that City's transportation is one of the greatest means to support them grow and thrive in San Francisco. Also as a small business owner, I would love to deliver their voices and share the information with them to prepare and adapt to City's policies properly.

San Francisco County Transportation Authority
Application for Membership on the Community Advisory Committee

Please select all categories of affiliation or interest that apply to you:

Business;Disabled;Environment;Social and racial justice;Labor;Neighborhood;Public Policy;Senior

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

sean kim

4/4/2023

NAME OF APPLICANT

DATE



RESOLUTION APPOINTING SEAM KIM AS THE DISTRICT 1 REPRESENTATIVE TO
THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is currently a vacancy on the CAC for a District 1 representative; and

WHEREAS, At its May 9, 2023, meeting, Commissioner Chan nominated Sean Kim as the District 1 CAC representative and Sean Kim spoke to their interest and qualifications for serving on the CAC; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience and recommended appointing Sean Kim to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Sean Kim as the District 1 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

San Francisco County Transportation Authority
Agenda Item 5

State Legislation - May 2023

(Updated May 1, 2023)

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

Staff is recommending a new support position on Assembly Bill (AB) 361 (Ward) as shown in **Table 1**.

Table 2 provides an update on AB 645 (Friedman), on which the Transportation Authority has a support position.

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

Table 1. Recommended New Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
Support	AB 361 Ward D	<p>Vehicles: video imaging of bicycle lane parking violations.</p> <p>This bill would authorize a pilot, through January 1, 2030, for cities to install automated forward-facing cameras on city-owned parking enforcement vehicles for the purpose of citing parking violations occurring in bicycle lanes. This would be similar to the authorization SFMTA already has to use forward-facing cameras on transit vehicles to enforce parking violations in transit-only lanes. The devices would be for the sole purpose of capturing parking violations and would be required not to unnecessarily capture images of other streets users. The bill would require the local agency to provide options to reduce or waive the payment of a parking penalty for indigent persons. Only warning notices could be issued for the first 60 days of the program and the agency must make a public announcement and provide the public with information about the program before it begins. Tickets would be civil penalties (not moving violations) and the bill provides for a process to contest the ticket. For privacy purposes, the bill would limit the public’s right to access the images captured.</p> <p>Bike lanes provide dedicated space on the roadway to improve safety. When a motorist parks in the bike lane, it undermines that space and creates a dangerous environment for cyclists, causing them to swerve into the traffic lane. Currently, the only tool cities have to discourage drivers from stopping in bike lanes are tickets issued by parking control officers, who must record the vehicle VIN number and affix the citation on the vehicle being cited. This takes time and exposes the officer to potential assaults since they must leave their vehicle. Authorizing these forward-facing cameras would improve safety and allow SFMTA to improve their ability to disincentivize this dangerous behavior. San Francisco’s State Legislation Committee approved a support position on this bill in April.</p>

San Francisco County Transportation Authority
 Agenda Item 5

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

Adopted Positions	Bill # Author	Title and Update
Support	AB 645 Friedman D	<p>Vehicles: speed safety system pilot program.</p> <p>This bill would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program (also known as automated speed enforcement) on designated safety corridors, on streets with a high number of speed contest or exhibition incidents, and in school zones (with some conditions). AB 645 specifies that any violation would be subject only to civil penalties. It would also make all photographic, video, or other visual or administrative records confidential except for the number of violations issued and the speeds at which they were issued for. To participate, a jurisdiction would have to meet specified requirements, including provisions such as a public information campaign, a warning period, privacy protections, a diversion program, and an impact analysis on street safety and economic impact on the communities where it is utilized.</p> <p>Since we presented this bill to the Transportation Authority in April, the bill was amended to include limits of the number of speed safety systems that can be installed in a jurisdiction and to add performance criteria that must be met for a system to operate longer than 18 months. A city with a population of between 800,000 and 3,000,000 would be limited to no more than 33 systems citywide. The amendments also added Assemblymember Ting as a primary author, Senator Wiener as a principal coauthor, and Assemblymember Haney as a coauthor.</p> <p>We are pleased to report that AB 645 passed out of the Assembly Transportation Committee with a vote of 12-0 and out of the Assembly Privacy and Consumer Protections Committee with a vote of 8-1. It will next be heard at Assembly Appropriations. We continue to work with our state legislative advocate Mark Watts to communicate the Transportation Authority’s support of this important legislation.</p>

San Francisco County Transportation Authority
Agenda Item 5

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

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 05/04/2023)
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	Local government financing: affordable housing and public infrastructure: voter approval. Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	Assembly Desk
	AB 251 Ward D	California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	Assembly Appropriations
	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Assembly Appropriations</i>
Watch	AB 6 Friedman D	Transportation planning. Spot bill to require regions to fund transportation projects that significantly contribute toward their sustainable communities strategy goals and the state's climate goals.	<i>Assembly Appropriations</i>
	AB 7 Friedman D	Transportation: funding: capacity projects. Spot bill to eliminate single occupancy vehicle freeway capacity projects.	Assembly Appropriations
	AB 761 Friedman D	Transit Transformation Task Force. Establishes a task force to develop policies to grow transit ridership and improve the transit experience, requiring a report to the Legislature by January 1, 2025.	Assembly Appropriations

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



**San Francisco
County Transportation
Authority**

BD050923

RESOLUTION NO. 23-XX

RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 361
(WARD)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on Assembly Bill (AB) 361 (Ward) as shown in Attachment 1; and

WHEREAS, At its May 9, 2023 meeting, the Board reviewed and discussed AB 361 (Ward); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on AB 361 (Ward); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - May 2023



Memorandum

AGENDA ITEM 6

DATE: April 27, 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 to the San Francisco Municipal Transportation Agency for the FY24 & FY25 Application-Based Residential Traffic Calming Program

RECOMMENDATION Information Action

Allocate \$4,270,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds to the San Francisco Municipal Transportation Agency (SFMTA) for the FY24 & FY25 Application-Based Residential Traffic Calming Program

SUMMARY

In April 2023, the Transportation Authority Board approved programming the \$4,270,000 in requested TNC Tax funds to SFMTA's newly revised multi-phase, multi-year Application-Based Residential Traffic Calming Program. 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.

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

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.



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 considered this item at its April 26, 2023 meeting and unanimously adopted a motion of support for the staff recommendation.

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 6 - Resolution

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
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	<p>The Residential Traffic Calming Program is an evaluation 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).</p> <p>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.</p>
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	<p>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.</p> <p>Multi-Phase Allocation: We are recommending a multi-phase allocation given overlapping schedules of the planning, design, and construction phases at different locations.</p>
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
Supervisory 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
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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

	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, 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, 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, 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, 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, Analysis, and Notification															
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																					
				Construction of approved applications from FY22-23 Cycle																					

(con't into FY26)

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.

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.

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.

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

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

Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com



RESOLUTION ALLOCATING \$4,270,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY FOR THE FY24 & FY25 APPLICATION-BASED RESIDENTIAL TRAFFIC CALMING PROGRAM

WHEREAS, The Transportation Authority received one request from the San Francisco Municipal Transportation Agency (SFMTA) for a total of \$4,270,000 in Traffic Congestion Mitigation Tax or TNC funds for the FY24 & FY25 Application-Based Residential Traffic Calming Program as summarized in Attachments 1 and 2; and

WHEREAS, The Transportation Authority approved programming of \$4,270,000 in TNC Tax funds for the SFMTA's FY24 & FY25 Application-Based Residential Traffic Calming Program at its April 25, 2023 meeting; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$4,270,000 in TNC tax funds for the FY24 & FY25 Application-Based Residential Traffic Calming Program as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for the TNC allocation amount, required deliverables, timely use of funds requirements, special conditions, and a Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed action; and

WHEREAS, At its April 26, 2023 meeting, the Community Advisory Committee (CAC) was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby allocates \$4,270,000 in TNC tax funds for the SFMTA's FY24 & FY25 Application-Based Residential Traffic Calming Program as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the adopted TNC Guidelines and programming; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the



Fiscal Year Cash Flow Distribution Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Request Received
2. Brief Project Description
3. Staff Recommendation
4. TNC Allocation Summary - FY 2022/23
5. TNC Allocation Request Form (1)



Memorandum

AGENDA ITEM 7

DATE: April 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>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:</p> <ul style="list-style-type: none"> • 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 <p>SUMMARY</p> <p>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</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/ Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/ Delivery <input type="checkbox"/> Budget/ Finance <input type="checkbox"/> Contract/ Agreement <input type="checkbox"/> Other: _____
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<p>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 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.</p>	
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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 San Francisco's FY 2023/24 STA funds come in lower than projected, 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 considered this item at its April 26, 2023 meeting and unanimously adopted a motion of support for the staff position.

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 3: Resolution



**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



**San Francisco
County Transportation
Authority**

Attachment 1.

Fiscal Year 2023/24 State Transit Assistance County Block Grant Program

Programming Recommendation

Paratransit

Page 2 of 3

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

Paratransit Draft Funding & Budget Changes - FY2023/24

Funding Plan - by sub-project

	Approved		Proposed		Increase (Decrease)	% Change
	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget		
Revenues/Recovery						
<u>Paratransit (including Essential Trip Card Program)</u>						
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	

	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget
<u>Shop-a-Round/ Van Gogh Shuttles</u>				
Prop K/L	\$ 61,832	0.2%	\$ -	0.0%
Other	\$ -	0.0%	\$ -	0.0%
Shuttles subtotal	\$ 61,832	0.2%	\$ -	0.0%

	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget
<u>Ramp Taxi Incentives</u>				
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

	Approved		Proposed		Increase (Decrease)
	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget	
<u>Apportionment</u>					
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



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**

Fiscal Year 2023/24 San Francisco Lifeline Transportation Program (SF LTP) Cycle 3

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Programming Recommendation

Elevator Attendant Program

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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**

Fiscal Year 2023/24 San Francisco Lifeline Transportation Program (SF LTP) Cycle 3

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Programming Recommendation

Elevator Attendant Program

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**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



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.

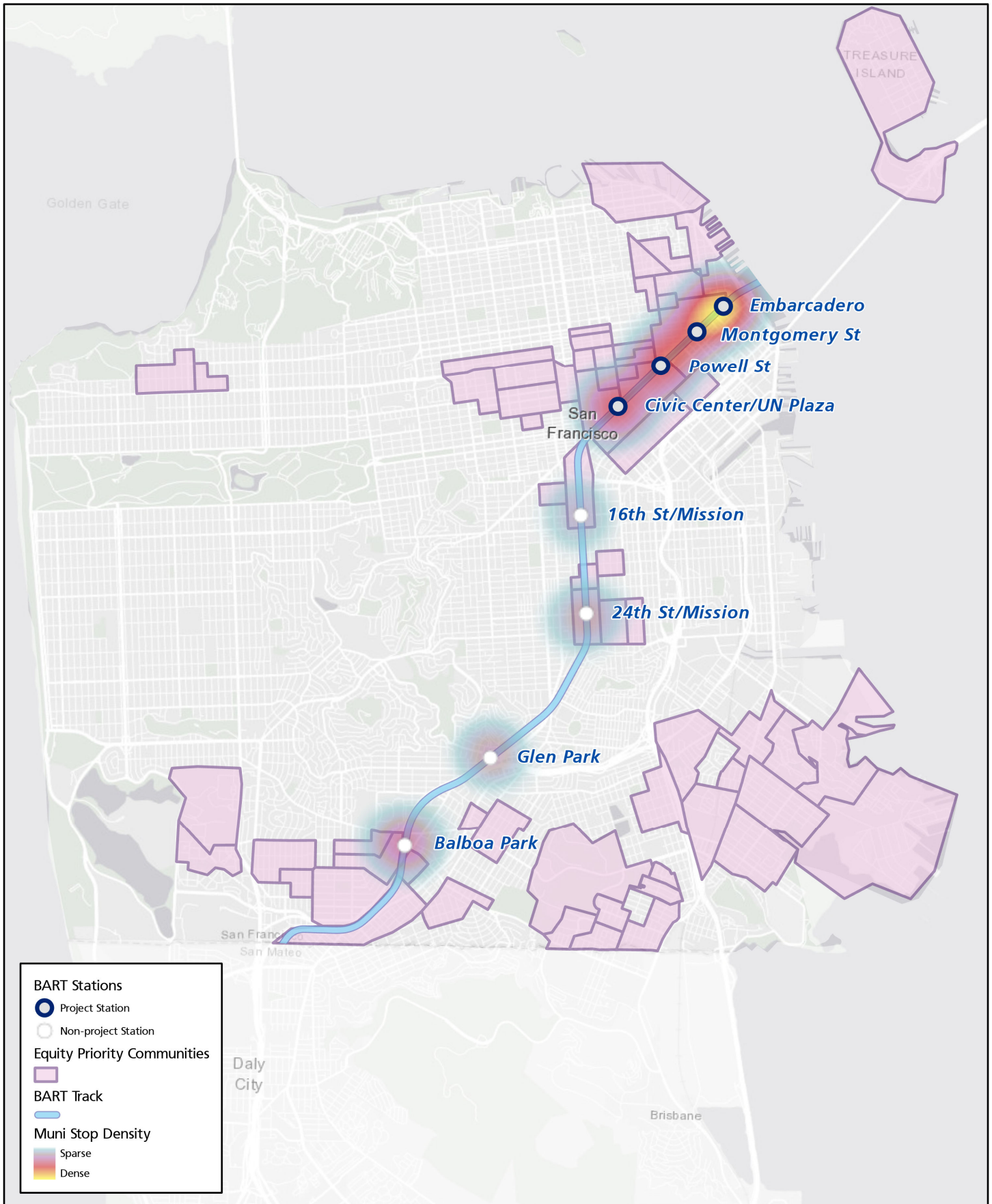
BART, the SFTMA, and Urban Alchemy work closely with the community in implementing the Elevator Attendant Program services. Urban Alchemy specifically serves low-income, “high-risk” youth and adults across San Francisco, providing workforce development opportunities for this population. These team members 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.



BART Stations

- Project Station (Blue circle with dot)
- Non-project Station (White circle with dot)

Equity Priority Communities

- (Pink shaded area)

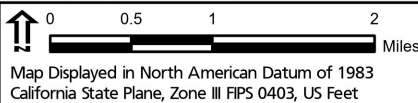
BART Track

- (Blue line)

Muni Stop Density

- Sparse (Light blue)
- Dense (Red)

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>



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

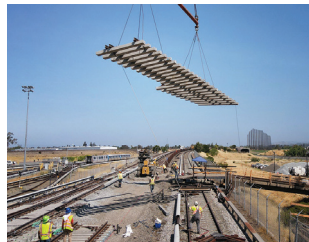
The BART Police Department is deploying sworn officers as well as unarmed Crisis Intervention Specialists and Transit Ambassadors to boost rider safety. Riders are now more likely than ever before to see safety personnel on board a train or in a station. There are signs that this proactive approach to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



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 Bay Area Rapid Transit District

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RESOLUTION APPROVING PROGRAMMING PRIORITIES FOR UP TO \$5,640,041 IN SAN FRANCISCO'S ESTIMATED FISCAL YEAR 2023/24 STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT FUNDS

WHEREAS, In 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused State Transit Assistance (STA) County Block Grant program, combining funds that were previously distributed via a regional paratransit program, a regional Lifeline Transportation Program (LTP), and a northern counties/small transit operators' program; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for administering San Francisco's STA County Block Grant program; and

WHEREAS, MTC requires that by May 15 of each year, CMAs submit the distribution policy for STA population-based funds; and

WHEREAS, STA funds come from the state sales tax on diesel fuel and have been a volatile source of funding even before the COVID-19 pandemic; and

WHEREAS, Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each Fiscal Year (FY) following the State's reconciliation of actual revenues generated; and

WHEREAS, MTC's current projection for San Francisco's FY 2023/24 STA County Block Grant funds, totals \$5,640,041; and

WHEREAS, Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount; and

WHEREAS, Consistent with the prior cycle of STA County Block grant programming approved by the Transportation Authority Board, staff recommend programming \$3,300,000 in STA funds to support SFMTA's FY 2023/24 paratransit program operations, including the continuation of the Essential Trip Card program, 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; and up to \$2,340,041 (100% of the STA estimate), through SF LTP Cycle 3 to BART's Elevator Attendant Program in FYs 2023/24 and 2024/25 as detailed in Attachments 1 and 2 respectively; and

WHEREAS, At its April 26, 2023 meeting the Community Advisory Committee considered this item and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves \$3,300,000 in FY 2023/24 for the SFMTA's Paratransit program and up to \$ 2,340,041 for BART's Elevator Attendant Program through the SF LTP Cycle 3; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the MTC, other relevant agencies, and interested parties.

Attachments:

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

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Memorandum

AGENDA ITEM 8

DATE: April 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the San Francisco School Access Plan Final Report.</p> <p>SUMMARY</p> <p>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.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
--	---

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 considered this item at its April 26, 2023 meeting and adopted a motion of support to adopt the recommendations of the Plan by a vote of 6 ayes, 1 nay, and 2 abstentions.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Presentation
- Attachment 2 - San Francisco School Access Plan Final Report
- Attachment 3 - Resolution

Attachment 1

San Francisco School Access Plan



San Francisco
County Transportation
Authority

In
partnership
with:



Transportation Authority Board – Agenda Item 8
May 9, 2023

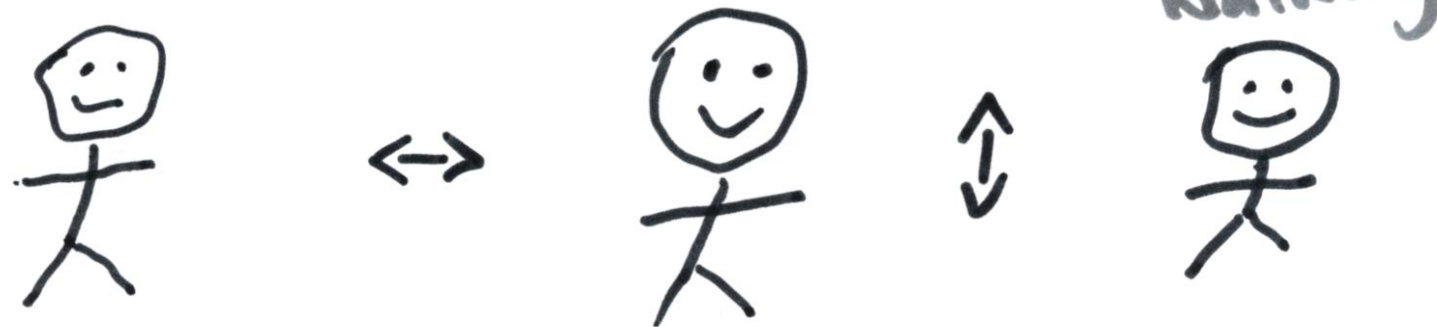
Agenda

- Goals
- Outreach
- Draft Strategies
- Evaluation
- Recommendations



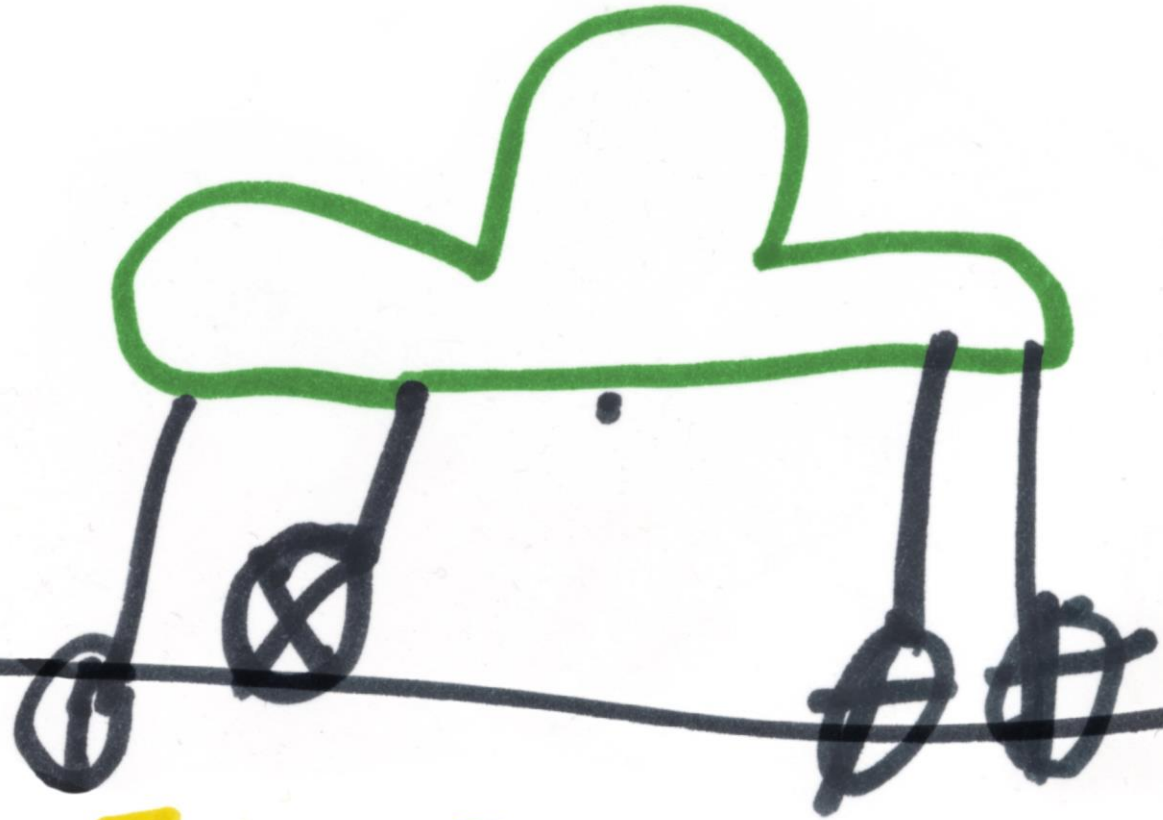
Study Goals

1. Improve quality and availability of transportation options to school and afterschool activities
2. Ensure school transportation options are safe
3. Reduce greenhouse gas emissions, localized congestion, and air pollution near school sites



Outreach

- Youth conversations at community hubs
- Focus groups
- Strategy workshops
- Survey (online and paper)
- Popup events
- Town halls



Groups Reached Out To

Community Groups

- APRISF
- BMAGIC
- Us4Us
- Samoan Community Development Center
- Samoan Dual Language Pre-K
- Excelsior Strong
- United Playaz
- All in SF
- Latino Task Force
- El Centro
- MEDA
- Community Youth Center
- Family Connections Centers

SFUSD Affiliated Groups

- Community Advisory Committee for Special Education
- African American Parent Advisory Council
- District English Learners Advisory Committee
- Matua Advisory Council
- Chinese Parent Advisory Council
- Mission Graduates
- Chinese Immersion School
- Parents for Public Schools
- Kindergarten to College Program
- Many school-site leads

Draft Strategies

Five Categories

1. Improved Transportation Options
2. Safety Strategies
3. Communication and Information
4. Reduce Costs
5. Foster and Homeless Youth Specific



Evaluation Framework

- Transportation Benefits
- Safety
- Community
- Implementation
- Financial Feasibility
- Climate

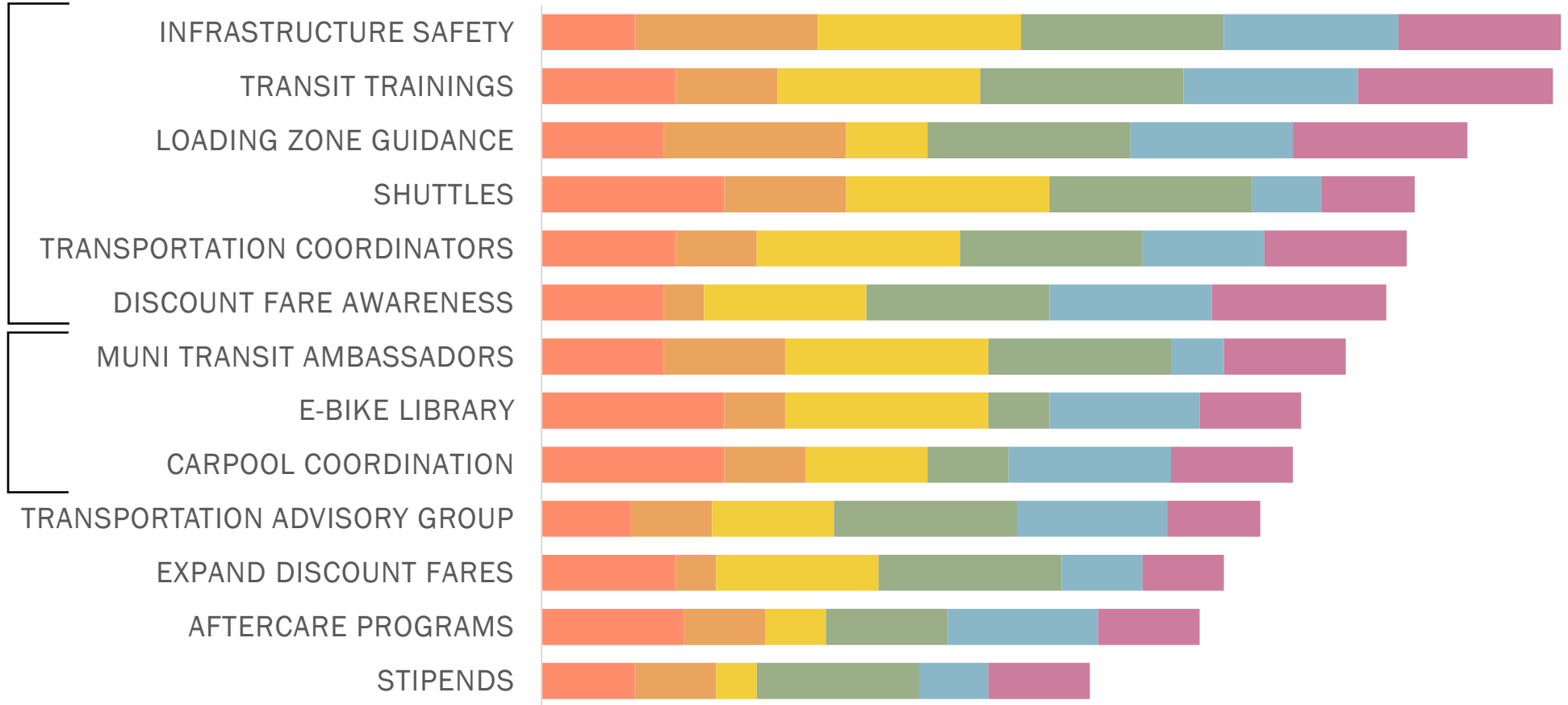


Evaluation Results

TRANSPORTATION SAFETY CLIMATE COMMUNITY FINANCIAL IMPLEMENTATION

TOP TIER STRATEGIES

TIER 2 STRATEGIES



Top Tier Strategies

- Infrastructure Safety Improvements
- Transit Trainings
- Loading Zone Guidance



Photo by SFMTA Photography Department

Top Tier Strategies (cont.)

- Shuttles: Yellow School Buses and Non-Profit Solutions
- Transportation Coordinators
- Discount Fare Program Awareness



Policy Recommendations

- SFUSD's Elementary School Assignment Policy Update should continue to consider transportation outcomes
- Build transportation planning capacity at SFUSD
- Continue to support Safe Routes to Schools Programming
- Consider updating San Francisco's Transportation Demand Management Menu of Options to include e-bikes
- The Metropolitan Transportation Commission should include youth in the next Coordinated Public Transit – Human Services Transportation Plan Update

Thank you.

sfcta.org/school-access

David Long

David.Long@sfcta.org



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San Francisco School Access Plan



San Francisco
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Authority

Draft Report: May 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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Cover art by Ms. Arevalo's First Grade Class Room D202 at Dolores Huerta Elementary



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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.

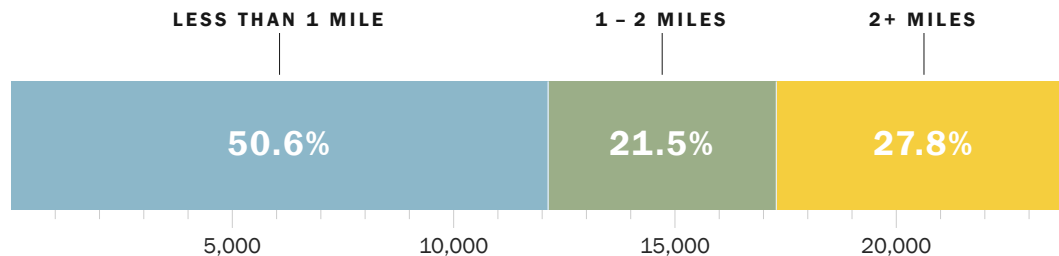
The Plan has three key goals:

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 SCHOOL²

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 YOUTH³

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>

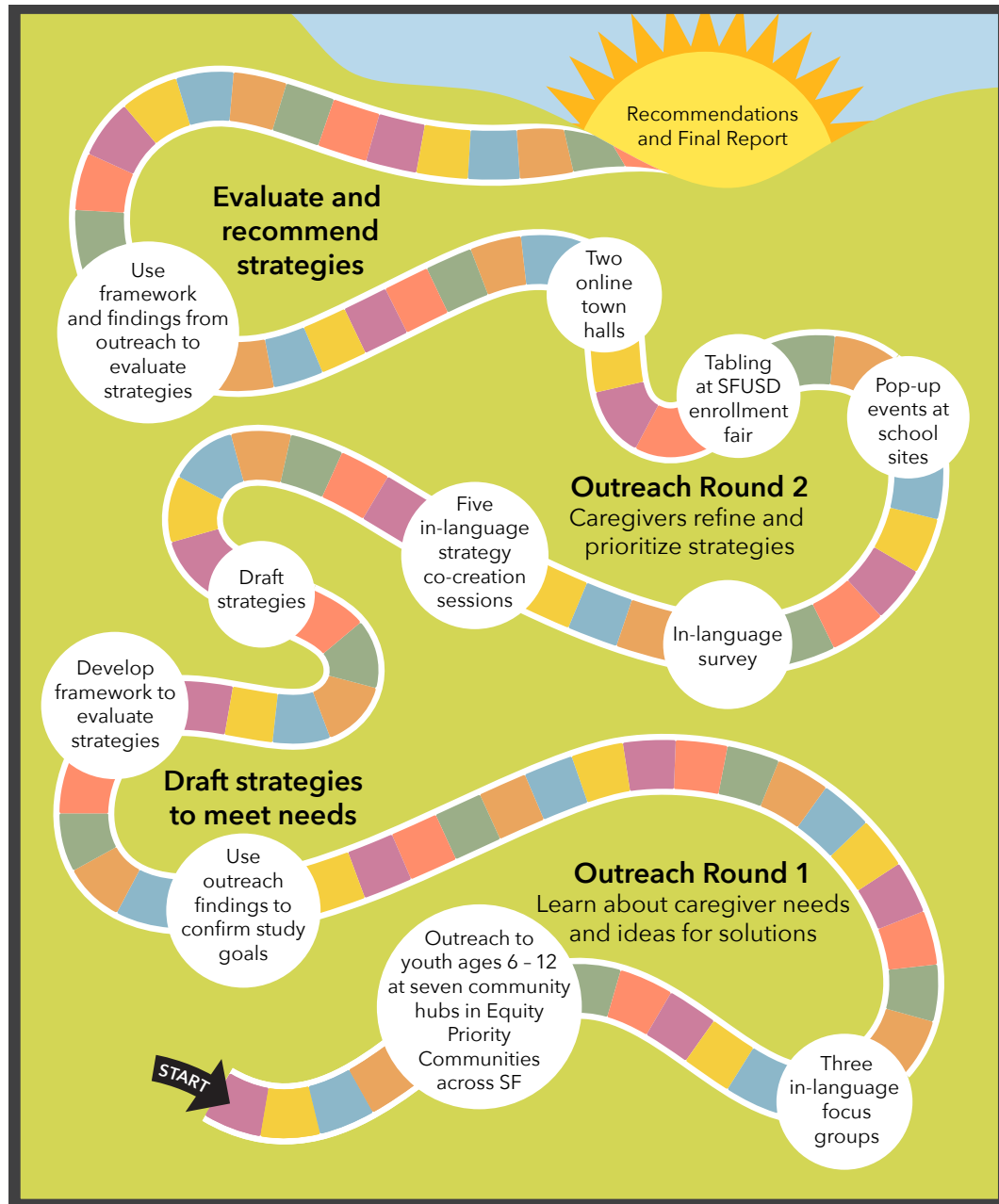
2 <https://www.sfsaferoutes.org/about/>

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 Pass¹ 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 Beacon¹ 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 Survey¹ 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 Program² 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

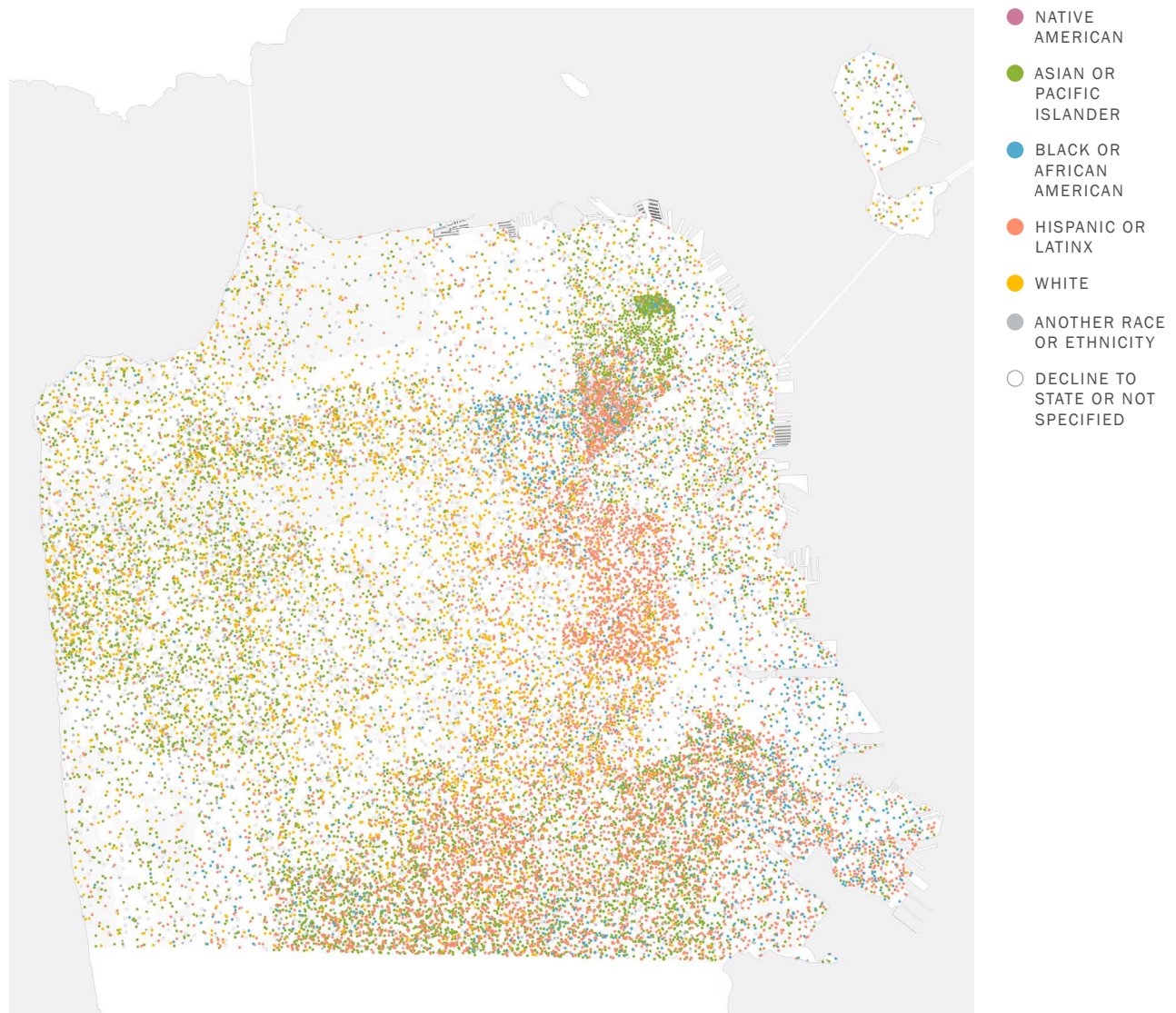
The nature of the school commute is complex, however key trends can be observed in San Francisco. This Chapter highlights key trends affecting school transportation for K-5 age students, then catalogs existing programs designed to help families with the school commute and relevant guiding policies. Finally,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

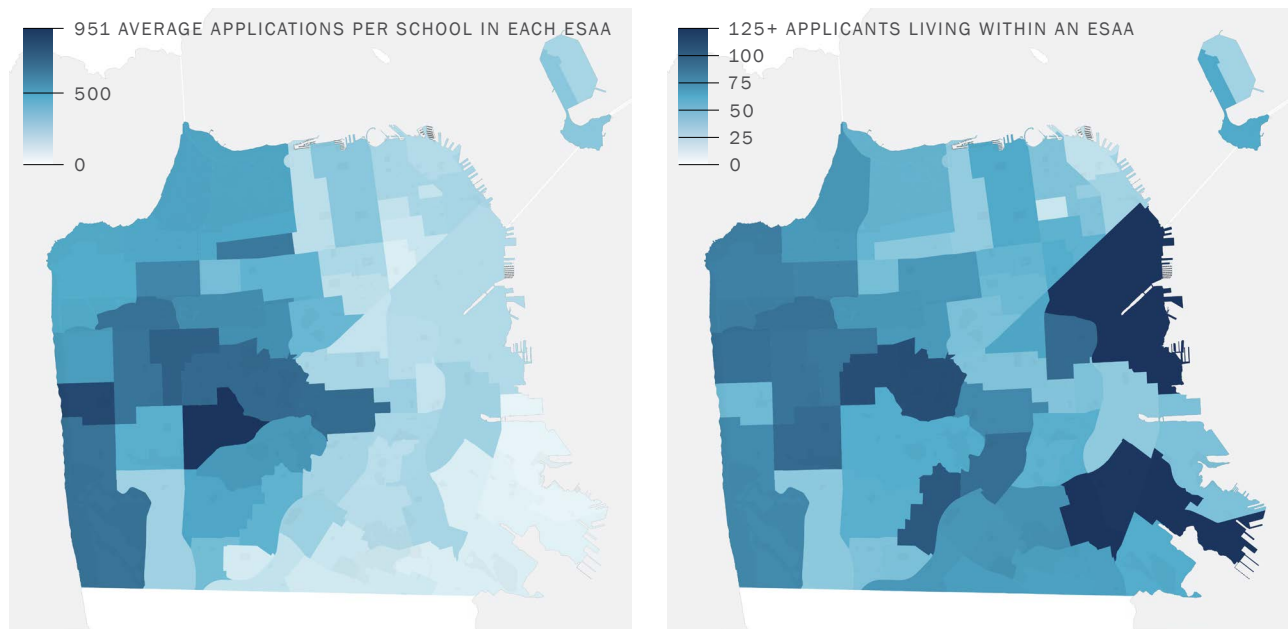
Figure 3. San Francisco K-5 SFUSD Home Locations



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 process¹. 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

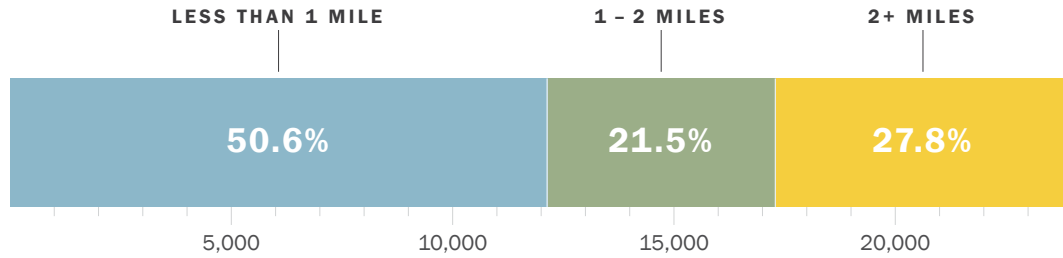
Of all SFUSD elementary schools, Daniel Webster had the most students within its ESAA applying to kindergarten in 2023. The growth in the student population is linked to new housing development in the Mission Bay and South of Market Neighborhoods. SFUSD is responding to this growth in the child population 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

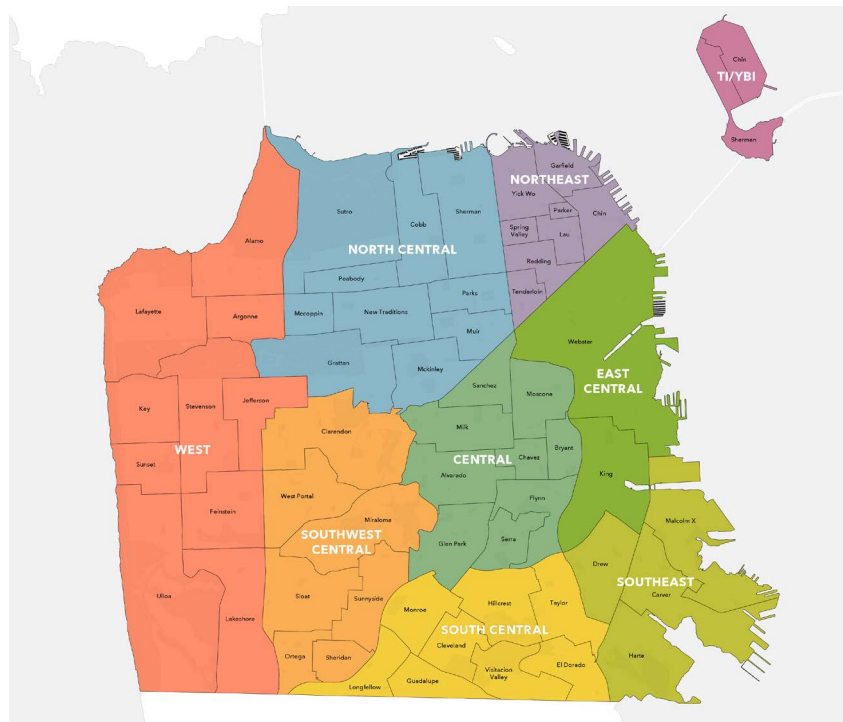
San Francisco’s citywide choice policy and the observed school preferences seen in Figure 4 have led many SFUSD students to travel outside of their neighborhood for school. Figure 5 shows that around half of elementary school students travel more than one mile to school. One in four students travel more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

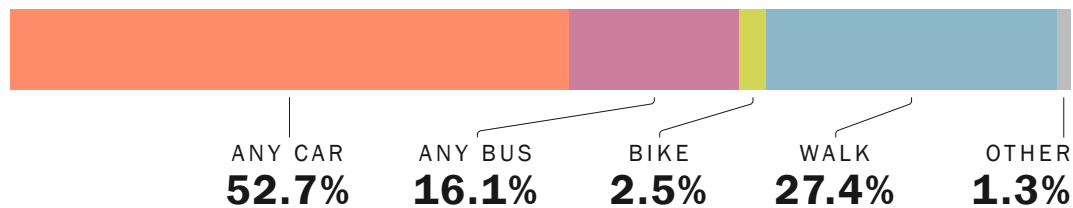
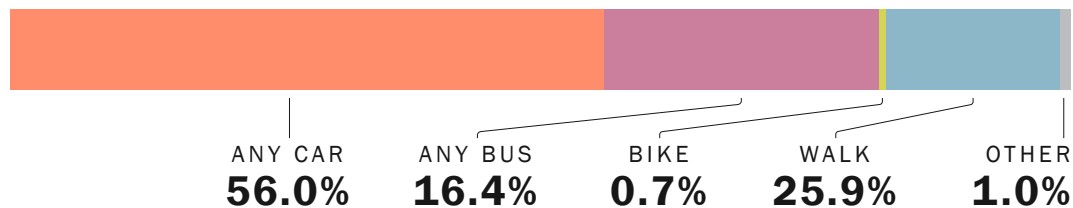


Figure 8. Transportation mode share by SFUSD 5th grade students

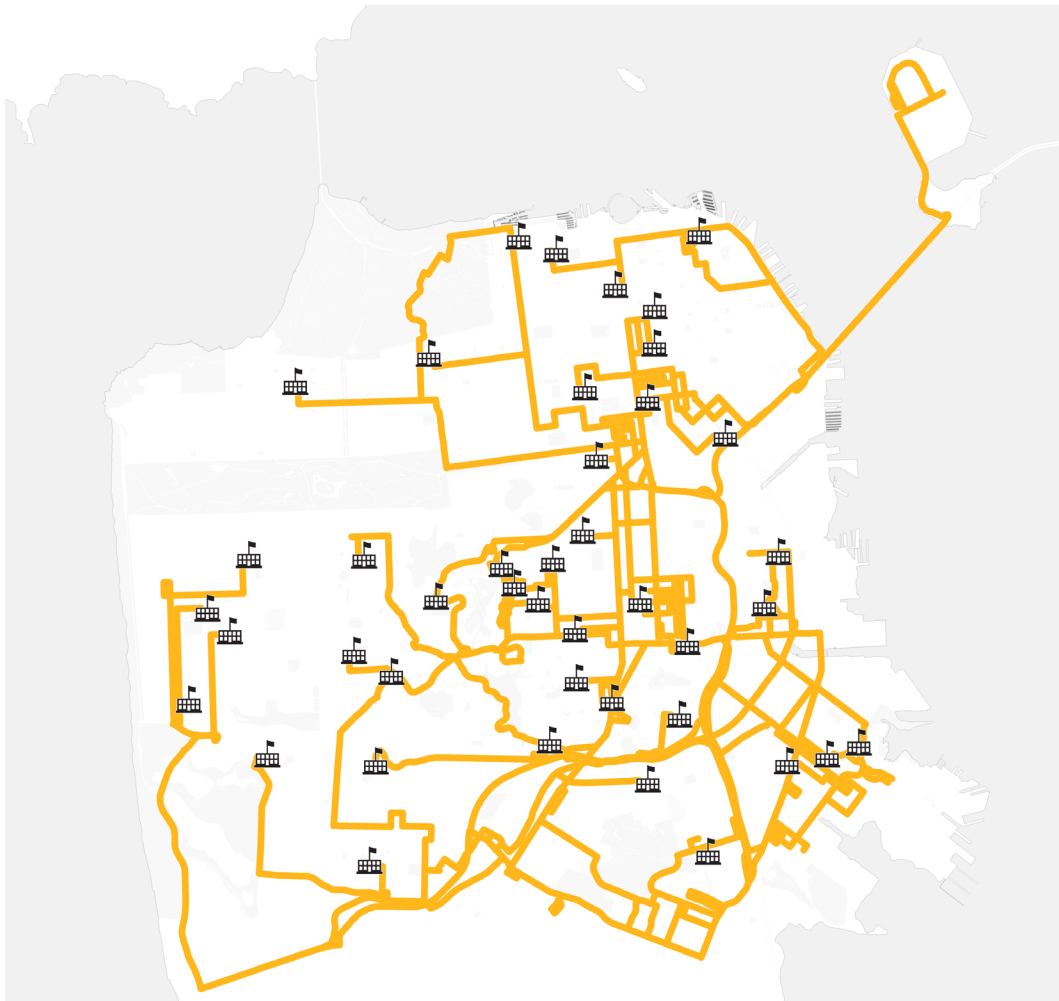


Existing Programs to Facilitate Transportation

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 Policy¹ 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

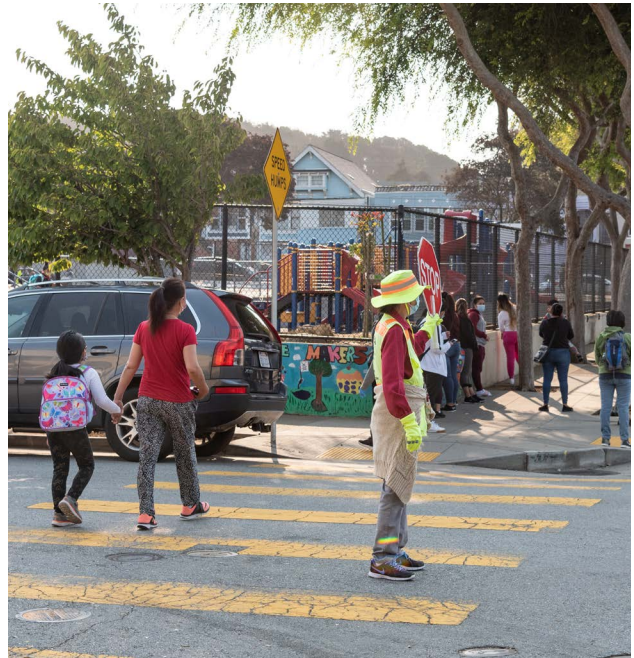


¹ <https://go.boarddocs.com/ca/sfusd/Board.nsf/goto?open&id=ALRLHC569513>

detering 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 5101.1¹ 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 189-25A1², 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](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

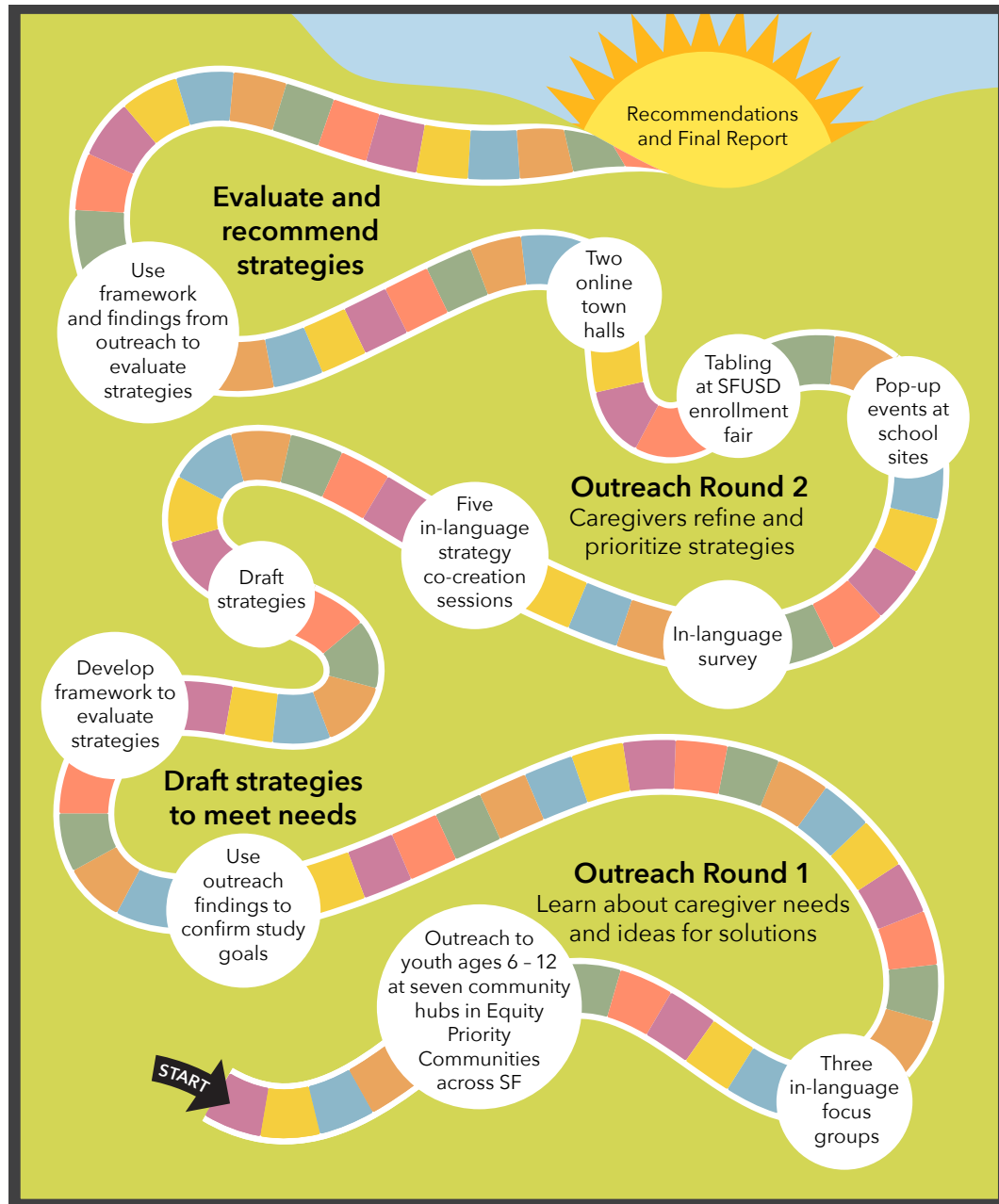
CHAPTER 3

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 Hubs¹ 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	Black descended or African American: 4
	\$20,000 To \$49,999: 15	East Asian: 8
	\$50,000 To \$99,999: 2	Southeast Asian: 1
	\$100,000 To \$149,999: 3	Hispanic: 6
	\$150,000 To \$199,999: 1	Meztizo: 1
	Over \$250,000: 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 Initiative² 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 and 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 Survey¹. 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 has a goal to construct one speed hump at every school in San Francisco and currently constructs approximately 20 per year. The program also 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 cited 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

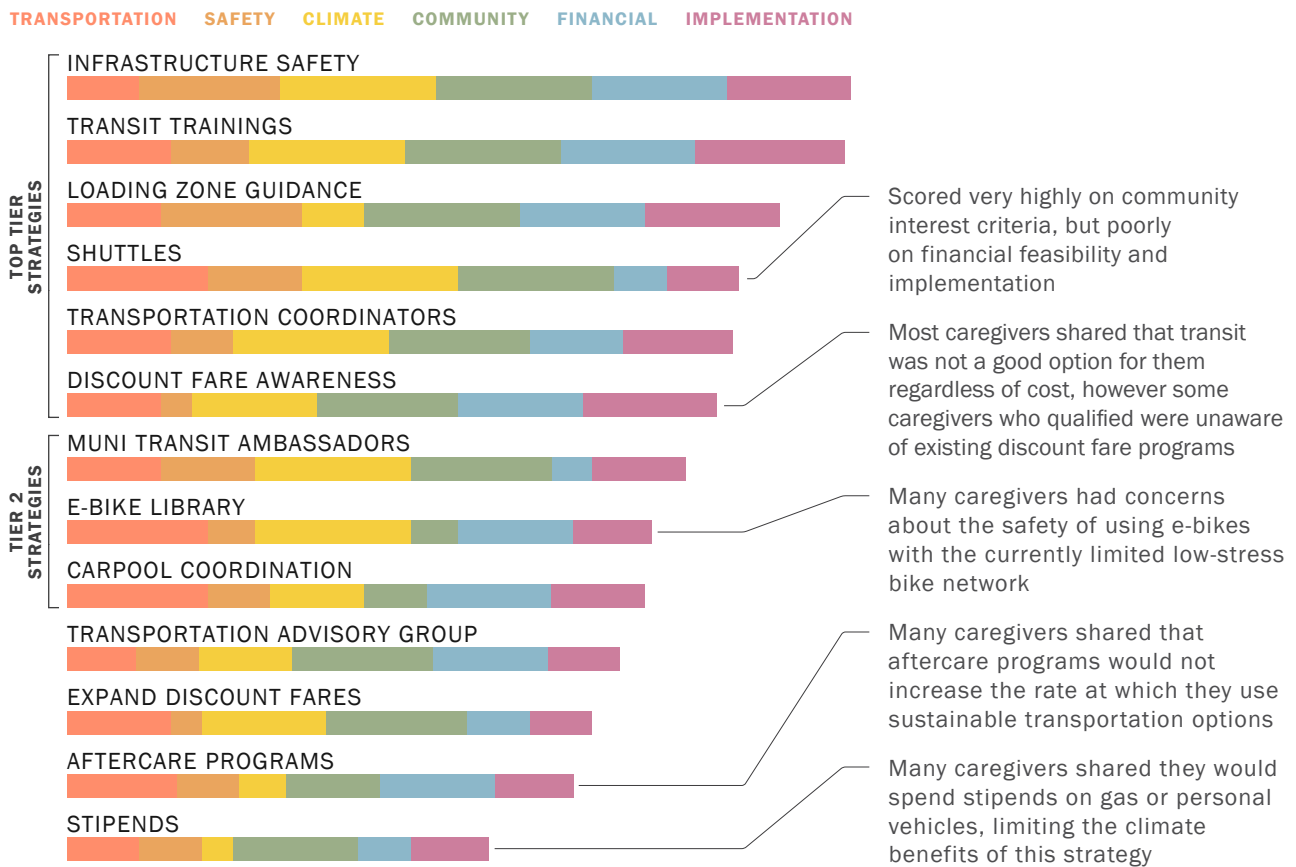
Strategies which create opportunities for constructive coordination across agencies and resource leveraging score well.

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. The agencies should develop a methodology for prioritizing school sites for an expanded program which considers demonstrated safety challenges, the extent to which the school serves students from Equity Priority Communities, and whether the school site has had recent infrastructure safety investments. 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 tracking, an extra adult assistant, and on-board cameras. Unfortunately, opportunities

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

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 increase¹), 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 10¹ and ongoing planning for an on-demand microtransit shuttle in District 4² 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 Centers¹ 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	<ul style="list-style-type: none"> • Variable depending on service design. • ~\$160,000 per year per SFUSD yellow school bus 	<ul style="list-style-type: none"> • 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) 	<p>SFUSD – Yellow Bus Services</p> <p>DCYF – Aftercare Transportation</p> <p>SFCTA + SFUSD – Continue to monitor state and federal legislatures for new funding opportunities</p>
Infrastructure Safety Improvements	<ul style="list-style-type: none"> • ~\$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 	<ul style="list-style-type: none"> • Safe Routes to BART for schools near BART. • State Active Transportation Program • Local funds such as Proposition L, Proposition AA, 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 	<p>SFMTA</p>
Pickup/ Drop-off Zone Guidance	<ul style="list-style-type: none"> • < \$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. 	<ul style="list-style-type: none"> • California Office of Traffic Safety Grants • Incorporate site-specific loading zone management policies and communication materials into existing SFMTA walk audits 	<p>SFMTA</p>
Transit Trainings	<ul style="list-style-type: none"> • < \$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. 	<ul style="list-style-type: none"> • 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) 	<p>SFMTA + SFUSD</p>
Fare Program Awareness	<ul style="list-style-type: none"> • <\$100,000 	<ul style="list-style-type: none"> • 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) 	<p>SFMTA + SFUSD</p>
Transportation Coordinators	<ul style="list-style-type: none"> • < \$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. 	<ul style="list-style-type: none"> • 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) 	<p>SFUSD + SFMTA – District-level coordinators</p> <p>DCYF – School site level coordinators</p>

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 Plan¹ 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.sfcta.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 program¹ 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**



RESOLUTION ADOPTING THE SAN FRANCISCO SCHOOL ACCESS PLAN FINAL REPORT

WHEREAS, School transportation within San Francisco is understood to be challenging for students and caregivers, especially for young students who live far from school and;

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) operates a Safe Routes to School program which focuses on shorter trips which can be accomplished by walking and biking; and

WHEREAS, More than one quarter of kindergarten through fifth grade (K-5) students enrolled in San Francisco Unified School District live more than two miles from the school they attend; and

WHEREAS, Former Transportation Authority Commissioner Gordon Mar requested that staff develop strategies to improve the safety, convenience, and sustainability of long distance school trips for young students, and;

WHEREAS, In November 2020, Caltrans awarded a \$164,500 Sustainable Communities Planning Grant to the Transportation Authority to support development of a School Access Plan (Plan), matched with \$30,000 of local ad-back funds contributed by former Commissioner Gordon Mar's office, and;

WHEREAS, Public engagement with both caregivers and youth focused on equity priority communities and families who travel long distances to school; and

WHEREAS, The Study developed and evaluated draft strategies using a framework that measured strategy performance across six objectives: transportation benefits, safety, climate, community, financial, and implementation, and;

WHEREAS, This evaluation yielded six core recommended strategies, three secondary strategies, a series of strategies focused specifically on transportation for foster and homeless youth, and a set of policy recommendations; and

WHEREAS, The final report identifies potential funding sources to advance the study's recommendations towards implementation; and

WHEREAS, The Transportation Authority Community Advisory Committee was briefed on the Plan at its April 26, 2023 meeting and adopted a motion of support to adopt the final report; now, therefore, be it



RESOLVED, That the Transportation Authority hereby adopts the San Francisco School Access Plan Final Report.

Attachment: School Access Plan Final Report

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Memorandum

AGENDA ITEM 9

DATE: April 25, 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

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>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.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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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 (CAC) 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 was presented to the CAC at its April 26 meeting. As noted above, the CAC will consider the final proposed budget and work program at its May 24, 2023 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

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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-

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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 such as District 7 (Lincoln Way Safety and Circulation Study), and District 9 (Mission Community Based Transportation Plan), and we anticipate seeking NTP and/or other funding to advance the medium to long-term recommendations of the D5 NTP, Octavia Circulation Study, regarding providing carpool and regional/local transit priority treatments and the D7 Ocean Avenue Mobility Action Plan.
- **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, implementation of the Transit Transformation Plan and advancing Climate Initiatives (e.g. regional bikeshare coordination/e-bike incentives outreach). 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

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study includes broad public outreach and technical analyses as needed to support a final recommendation. We are also continuing to coordinate with 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

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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

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- **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

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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.

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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

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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

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Preliminary Fiscal Year 2023/2024 Annual Work Program

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

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Preliminary Fiscal Year 2023/2024 Annual Work Program

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

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Preliminary Fiscal Year 2023/2024 Annual Work Program

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

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Preliminary Fiscal Year 2023/2024 Annual Work Program

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.

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Preliminary Fiscal Year 2023/2024 Annual Work Program

- **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%

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Preliminary Fiscal Year 2023/2024 Annual Work Program

- 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

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Preliminary Fiscal Year 2023/2024 Annual Work Program

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.



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



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



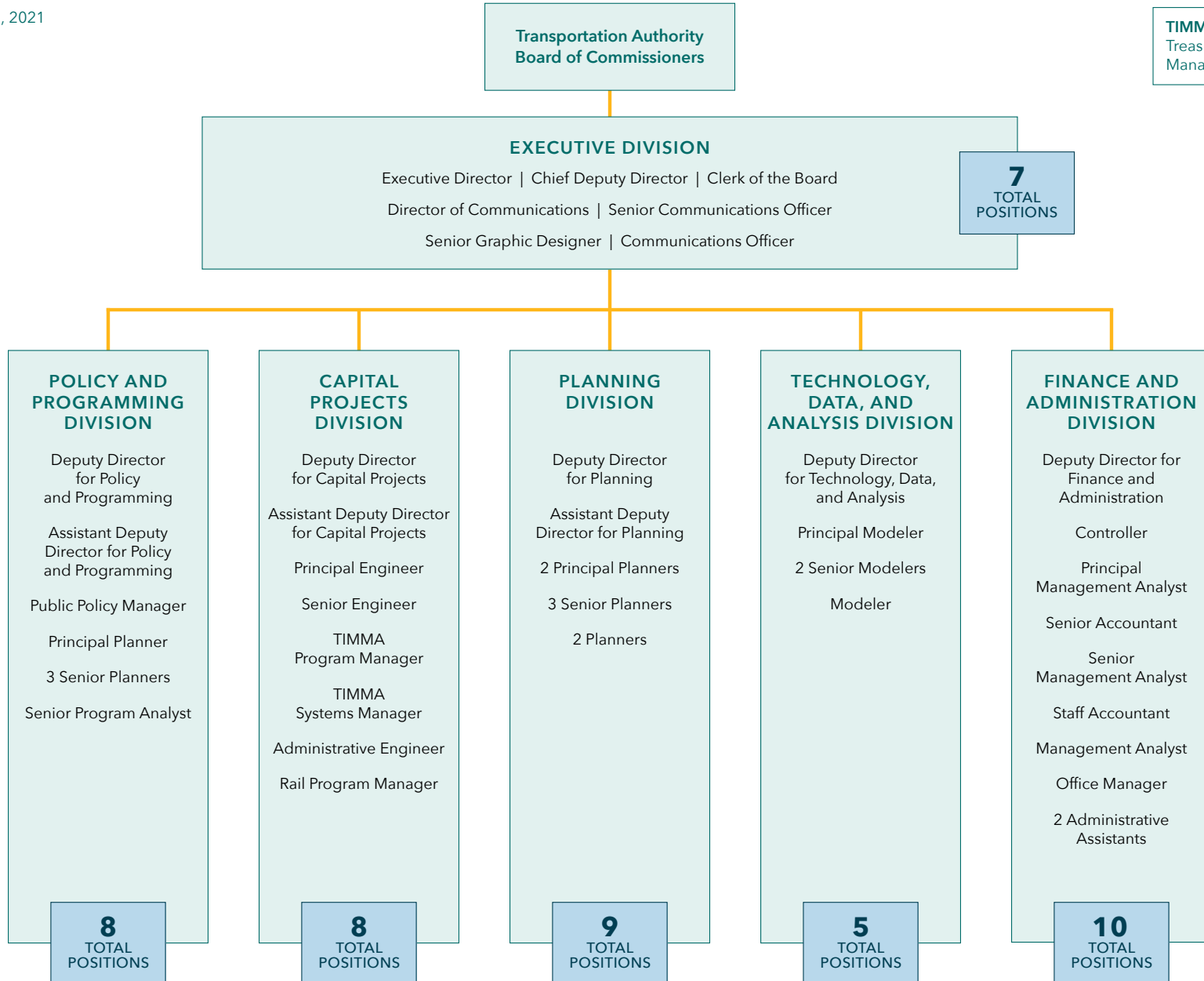
Preliminary Annual Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Traffic Congestion Mitigation Tax Program	Preliminary Fiscal Year 2023/24 Annual Budget
Expenditures:						
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



Revised April 21, 2021

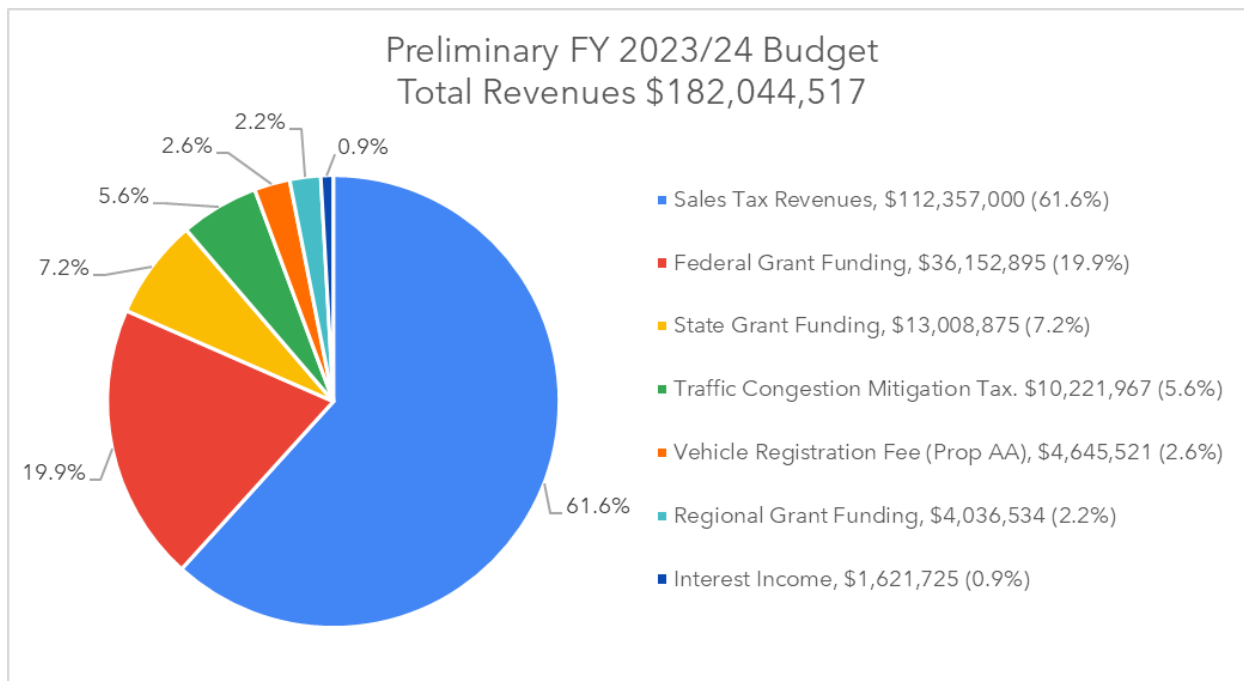
TIMMA:
Treasure Island Mobility
Management Agency



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

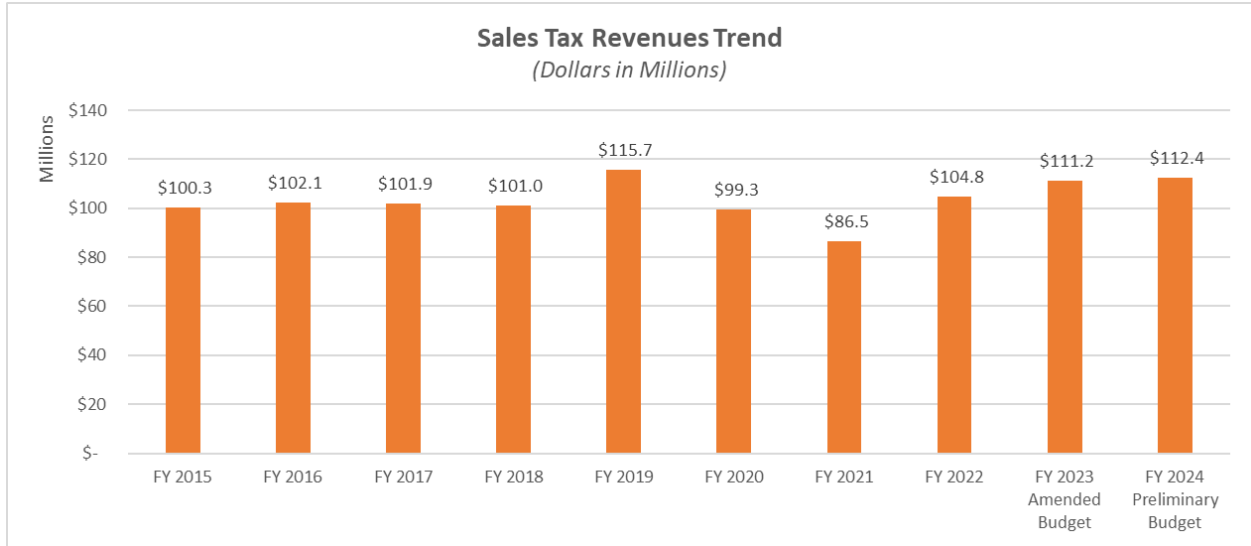
In November 2022, San Francisco voters approved Prop L, the imposition of a retail transactions and use tax of one-half of 1% in the City and County of San Francisco to fund the Prop L Expenditure Plan. The 30-year expenditure plan extends through March 31, 2053, prioritizes \$2.6 billion (in 2020 dollars) 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

Attachment 6
Line Item Descriptions

sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

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



Attachment 6
Line Item Descriptions

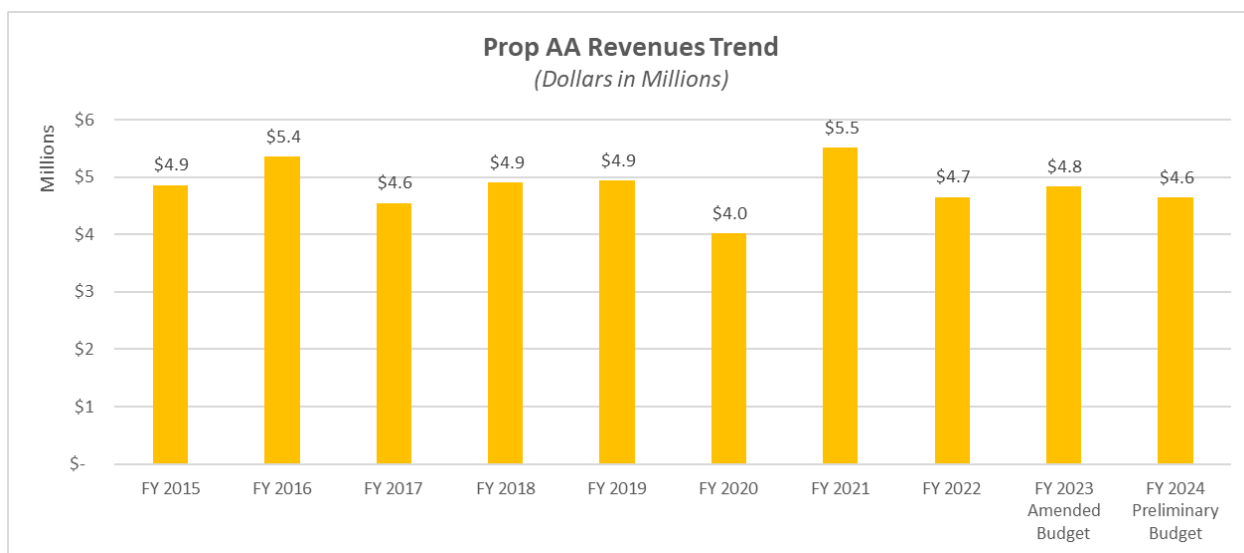
Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

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.



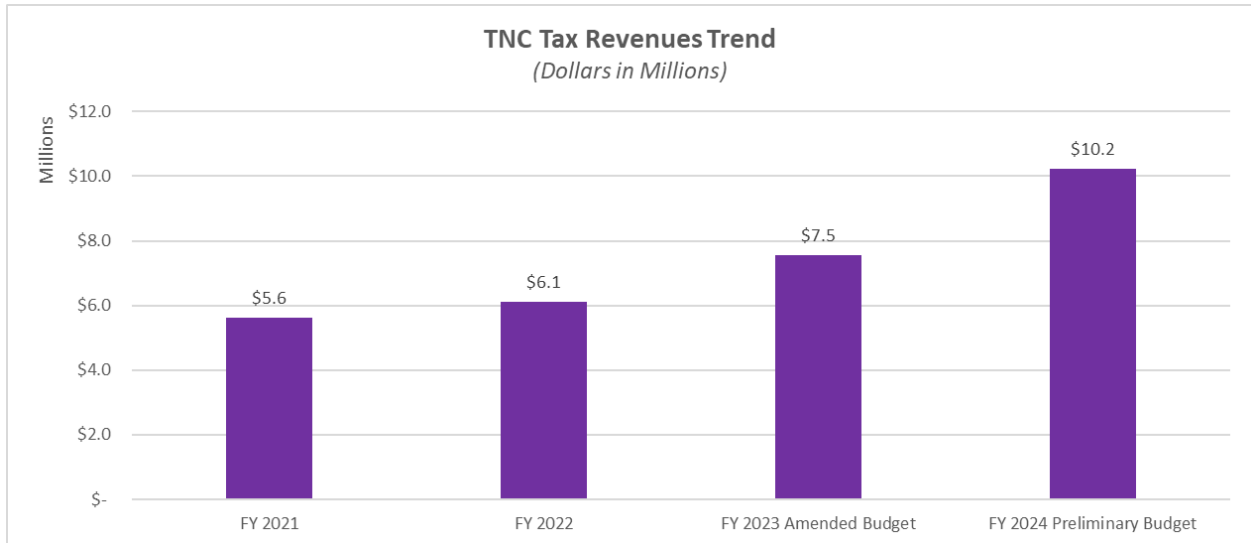
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Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... \$10,221,967

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

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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.

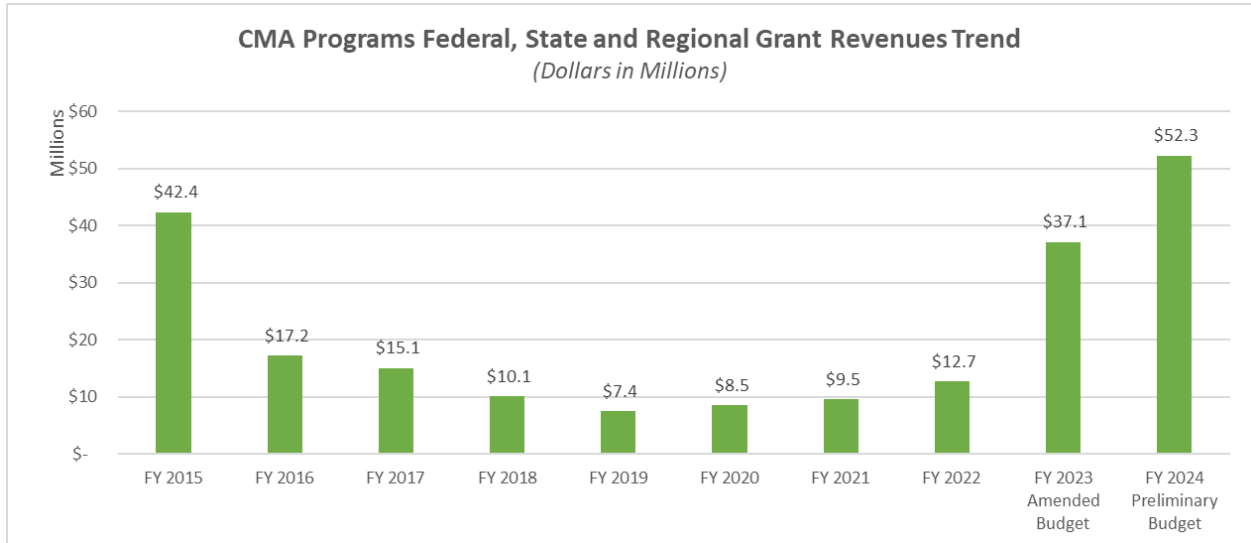
The CMA program revenues for FY 2023/24 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds 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-

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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.

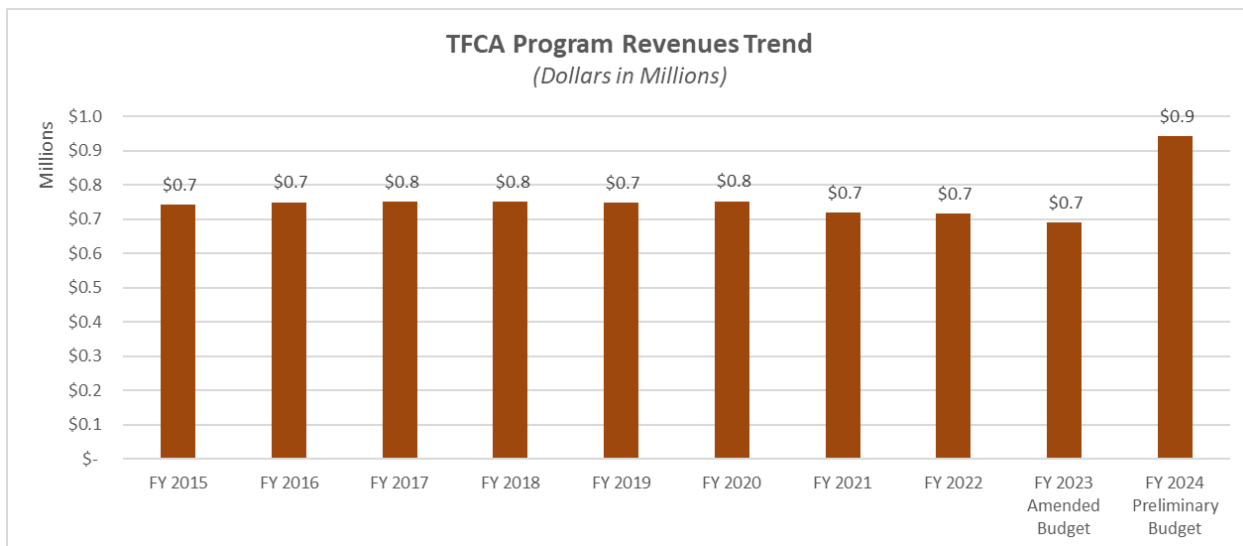
This chart reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.



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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.

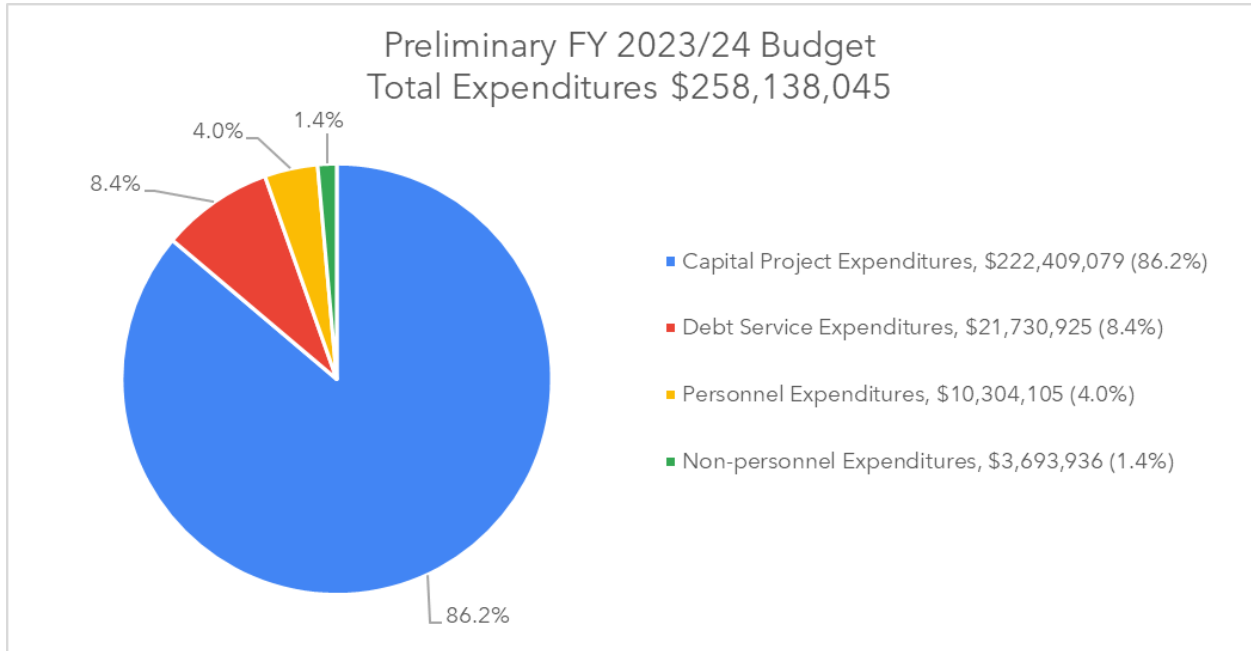


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TOTAL PROJECTED EXPENDITURES..... \$258,138,045

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

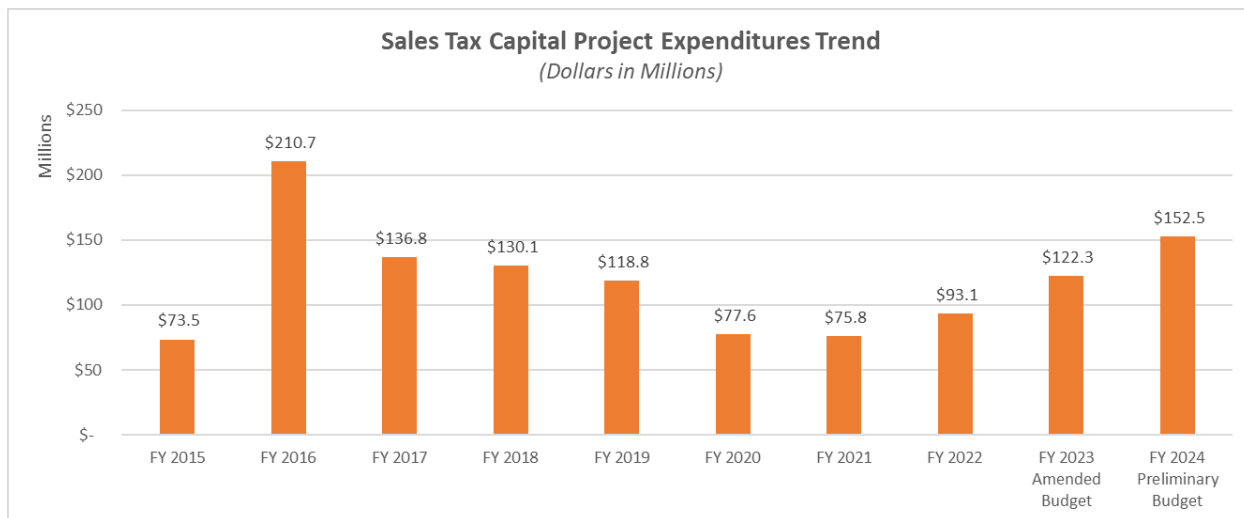
The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to keep up-to-date project reimbursement schedules for the existing Prop K allocations (which carryforward into Prop L) with large remaining balances as well as the expected timing for allocations of 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

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Guideways projects (\$7.4 million), Van Ness Bus Rapid Transit (\$6.7 million), Paratransit (\$6.0 million), and Better Market Street (\$4.5 million).

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.



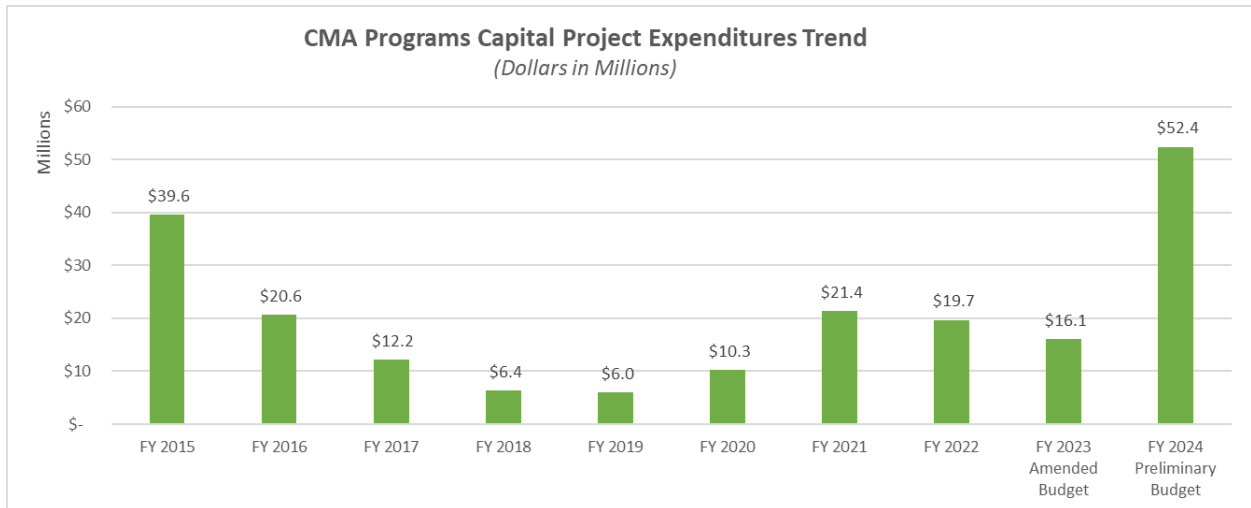
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CMA Programs Expenditures:..... \$52,388,032

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.



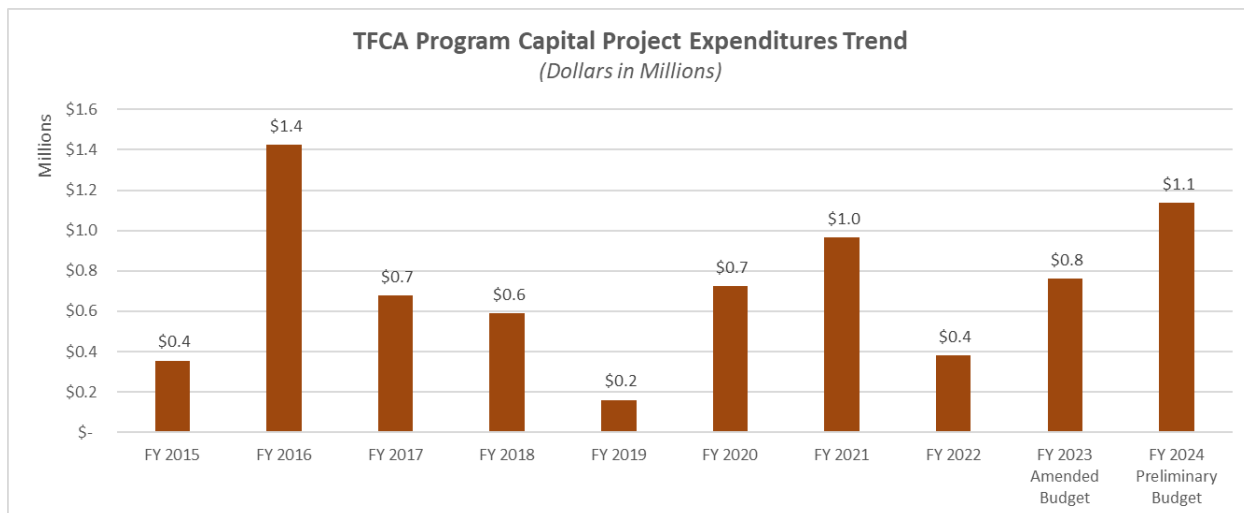
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TFCA Program Expenditures:..... \$1,136,411

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.



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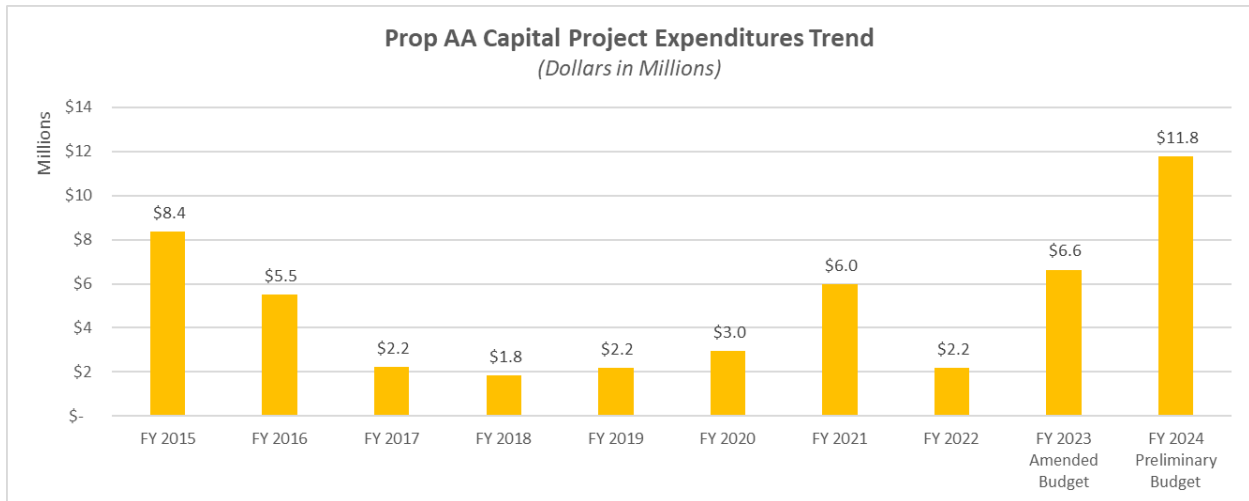
Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

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.



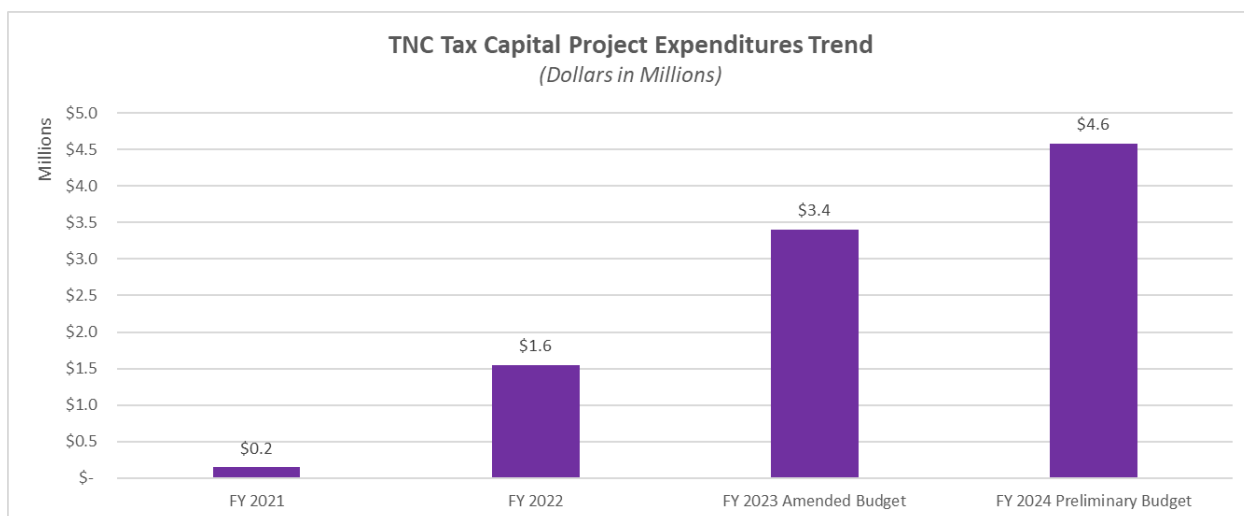
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Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$4,582,733

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

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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

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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.